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THE CHINA PRESS

大陸報

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TOLSTOI DECLARES PEACE TALK ISN'T WORTH ATTENTION

It Comes Only From Persons Influenced By German Money

FLEET'S LOYALTY

Baltic Sailors Return To Posts; Discipline Is Revived

(Reuter's Agency War Service)

Tokio, May 26.—On board the same ship which brought the American Railway Commission, there were 160 Russian revolutionaries, going home, under the leadership of Count Elijah Tolstoi.

When leaving the ship, they sang a revolutionary song and waved a red flag. They travelled in the same train as the American Commission to Tsuruga.

In a conversation with a representative of the press, Count Tolstoi stated, with heat, that the talk of a separate peace between Russia and Germany was the work of persons influenced by German money and was not worth the slightest attention.

London, May 24.—Generally the news from Russia is better than it was a week ago. The crews of the ships forming the Baltic Fleet have returned to their posts and discipline has been revived.

The new Government is making a big effort to evolve order out of chaos and in this M. Kerensky, the Minister of War, is taking a very active part. He is at present touring the fronts urging the necessity for the maintenance of the fighting efficiency of the army.

His speech on the 18th announcing that he would institute an iron discipline has already had some effect. On reading it the garrison at Sebastopol immediately volunteered for service on the Riga front.

Colonel Yakubovitch, Assistant Minister of War, addressing the Council of Workmen's and Soldiers' Delegates, begged soldiers not to misinterpret the paragraph in the declaration of the new rights of soldiers which suppresses the compulsory military salute in favor of a voluntary reciprocal salute.

The French and British Socialist Missions are also doing good. Addressing a Congress of Delegates from the Second Army in Petrograd, they declared that a general peace would only be possible when William Hohenzollern had met the same fate as the Tsar.

TO FIX MEAT PRICES

Reuter's Agency War Service)

London, May 25.—In the House of Commons, today, Captain Charles Bathurst, Parliamentary Secretary to the Food Controller's Department, stated that the retail prices of meat would shortly be controlled.

EMPIRE DAY MARKED BY ECONOMY PLEDGES

Emphasise King's Proclamation On Self-Denial In Fight Against Submarines

(Reuter's Agency War Service)

London, May 25.—Empire Day was never more solemnly celebrated than yesterday in Great Britain. Everywhere the occasion was utilised to impress on the nation the necessity for a universal movement in self-defence against submarine piracy. The King's Proclamation exhorting to food self-denial was read from the steps of the town-halls in the presence of the municipal dignitaries and large crowds, many of whom afterwards signed a voluntary pledge concerning rations. There were also the customary demonstrations at all schools.

Their Majesties visited the Royal Over-seas Officers Club in Pall Mall and held a reception, afterwards conversing informally with many of the officers of the Dominions Forces.

A notable participant in the celebrations was General Smuts who addressed two gatherings of members of the War Clubs of the Women's United Service League, one at Marylebone and the other at Stepney.

Carson Hopes Old Party Ideals are Finished With; Asks Liberty and Progress

'Attack Me If You Like,' Says First Lord, But Urges Navy Be Left Alone; Peaceful Revolutions

(Reuter's Agency War Service)

London, May 24.—At the luncheon today given by the British Empire Producers' Organisation to Sir Edward Carson, Admiral Lord Charles Beresford, who presided, read the following telegram from Mr. W. M. Hughes, Premier of Australia:—

"The resolutions passed at the Imperial War Conference will draw more closely together the bonds of the Empire. The victory of the National Government in the General Elections in Australia has shown the attitude of Australia towards the Empire. I wish the Producers' Organisation every success."

Lord Charles Beresford said that only those who before the war pointed out the danger of starvation had the right to criticise the Admiralty now. He declared that the submarine menace is not yet in hand and nothing but over-water craft in large numbers could beat the submarine in blue water.

Responding to the toast of his health, Sir Edward Carson said that it was difficult for him to find time beforehand to compose a speech because giving six hours a day to the Irish question besides doing one's duty at the Admiralty left one somewhat pressed and depressed.

After mentioning that the British Empire Producers' Organisation represented £700,000,000 of capital spread over the Empire, Sir Edward Carson said that some years ago his son, who was now in command of a submarine, desired to join the navy class at school. He tried to persuade him to make money as a lawyer but his son replied: "You don't seem to realise the importance of the fact that the navy is the great connecting link between the Mother Country and the Colonies." "I told him that if he put things in such a high place I had nothing more to say. Only yesterday, as First Lord of the Admiralty, I had to read accounts of an attempt by our own destroyers to sink the submarine which he commands."

Don't Attack Navy'

Proceeding, Sir Edward Carson deprecated attacks upon the navy. "Attack me if you like, but for heaven's sake don't attack the man at the wheel who is doing his best night and day in dangerous and difficult operations of which you hear nothing."

There was one result of the war that nothing could deprive them of, namely, the utilisation and organisation of the vast resources of the Empire in the most advantageous manner to every part of the Empire. The war had demonstrated three or four fundamental facts. First, what their resources were: Secondly, that by a little trouble and organisation they might be used to make the Empire self-supporting: Third, that blood is thicker than water and, fourth, that they had been living in a fool's paradise in allowing these resources to be used for strengthening their enemies and forging weapons enabling them to fight them. The war was being fought in vain if that state of affairs does not end.

Without new methods the victories of their armies and fleet would be in vain. "God help us, if we get back to our old party ideals." When he looked back at Imperial Preference it seemed to him that it was preference for the German Empire and also that the Most-Favored-Nation Clause which sounded so well really meant a combination of their enemies to their disadvantage. Such catch words must be got rid of. No war of this magnitude could be waged without bringing vast revolutions.

Russian Revolution Necessary

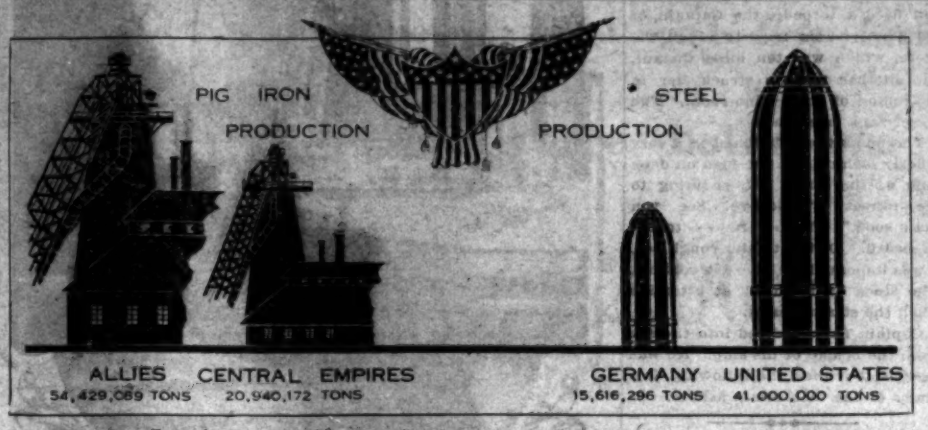
The revolution in Russia was because the war had brought home to the people that the real power must be in the people who had to fight. What might replace the old regime was still in the laps of the gods. However in some respects they might regret it, he believed it was a necessary revolution.

Let them not imagine that there was no revolution going on in this country and empire. True, His Majesty was never more safely and securely fixed on the throne than at present. But look at the almost automatic innovation of the Imperial War Cabinet. He found that the connecting link binding the Dominions to the Mother Country was that they had exactly the same ideals of liberty and progress.

People talked wildly of Imperial Federation, not knowing what it means. There could be no Imperial Federation if by it were meant that an Act of Parliament was going to bind together the various units that made the Empire. He did not mind how loose was the system binding the Empire so long as it was the best working system. They must not try to tighten it artificially but must let it work its own way. The meeting of the Council of the Empire as a Cabinet from year to year to discuss executive matters of the Empire was

(Continued on Page 2)

Surpassing Metal Might of America In War Portrayed



From the Iron Trade Review we take the above graphic portrayal of the overwhelming superiority of America and her allies in the manufacture of iron and steel—the basic metal from which all implements of war are forged. The two blast furnaces at the left are proportioned to the relative pig iron production of the Allies and the Central Empires. The shells at the right show the relative steel capacity of the United States and Germany.

A spirit of patriotic service has enveloped the iron and steel industry says The Iron Trade Review and at this time all other considerations have been subordinated to it. Buyers as well as sellers rapidly are squaring themselves to the new condition whereby priority of the government in everything that the industry affords is being given full recognition and is being accepted with a determination to consolidate most effectively the nation's potential power against a formidable foe. Personal as well as corporate service freely is being tendered and is being utilised.

The fixing by the steelmakers with the government of agreed prices of 2.90c for plates and of 2.50c for structural shapes and steel bars has opened the mills to the receipt for the quickest possible rolling of a large tonnage of miscellaneous war requirements for both the army and the navy. These figures represent a tremendous concession, which can be appraised adequately only by comparison with the prices at which clamorous buyers, including other belligerents, have been

(Continued on Page 4)

LI CHING-HSI PUT UP TO PARLIAMENT AS NEXT PREMIER

Nominated Without His Consent But Is Expected To Accept

PEKING PEACEFUL

Kuomintang To Support Nominee; Wants Tong Shao-yi In Office

CHANG HSUN'S WIRE

Tuchuns Dispersed, And He Won't Assist Them Against Government

(Reuter's Agency War Service)

Peking, May 26.—Mr. Li Ching-hsi, a nephew of the famous Li Hung-chang, has been nominated for the post of Premier. The nomination has been made without his consent, but it is anticipated that he will not decline the appointment, if it meets with the approval of Parliament.

A meeting of the Kuomintang Party, called to discuss the situation, agreed to support Mr. Li Ching-hsi. It was also resolved to petition the President requesting the inclusion of Mr. Tong Shao-yi and General Tsen Chun-hsuan in the Cabinet.

The situation is very peaceful and reports from the provinces are reassuring. It is confirmed that General Chang Hsun telegraphed to the Central Government, expressing the views of the Tuchuns concerning the legality of Tuan Chi-jui's dismissal in strong terms, but the message has practically been annulled by a subsequent communication, stating that the Tuchuns have dispersed to their posts and General Chang Hsun has no intention of assisting any movement to oppose the Government.

A message has also been received from General Meng En-yuan, who headed the signatories to the Tuchuns' petition demanding the dissolution of Parliament, assuring his support of the new Government.

A number of members of Parliament have lodged an interpellation of the Government, demanding to be informed whether there is any truth in the report published in the Peking Gazette concerning secret negotiations with Japan.

Canton, May 25.—The occurrences in Peking have caused no excitement here. The members of the Provincial Assembly have resolved to support President Li Yuan-hung and Parliament and believe that Parliament will be able to stand against militarism.

Li Ching-hsi's Nomination Put Before Lower House

(*From The Chinese Press*)

The proposal by the President to appoint Li Ching-hsi as Premier was formally handed over to the Lower House on Friday. It is expected that he will be elected although a minority of the Legislators are opposed to him on account of his personal habits. The political parties are anxious to see the formation of the Cabinet and do not care who becomes the Premier so long as his appointment is endorsed by Parliament.

The President sent his nephew, Li Shu, to Tientsin Friday to escort Li Ching-hsi to the Capital. It is reported, however, that Li will go up to the Metropolis before his election by Parliament. Another report states that Li is delayed on account of his consultation with ex-Premier Tuan and Hsu Shih-chang.

General Chang Hsun secretly wired to the President Friday asking for information as to the real cause of Tuan's dismissal, but Mr. Li does not intend to answer him. General Chang also expressed his hope that Hsu Shih-chang might be appointed Premier.

Vice-President Feng Kuo-chang is non-committal in his attitude toward the dismissal of Tuan, according to communications with his personal friends.

Acting Premier Wu Ting-fang has explained that in countersigning the Presidential Mandate dismissing Tuan Chi-jui from office his action was entirely constitutional. He made the explanation in his circular telegram to the Military and Civil Governors and Defense Commissioner Friday.

BRITISH CAPTURE MORE TRENCHES ROUND LOOS

Make Successful Raids; Eleven German Aeroplanes Downed; Haig Loses Three

(Reuter's Agency War Service)

London, May 25.—Field-Marshal Sir Douglas Haig reported yesterday evening: Our machine-gun fire drove off a raid in the neighborhood of Armentieres. Aerial activity increased on Wednesday. Five German machines were brought down and six driven down. Three of ours are missing.

Sir Douglas Haig reported today: We drove off a local raid made during the night south-westward of Fontaine-les-Croiselles. We repulsed with heavy loss a raid north-eastward of Arleux. We captured a further portion of the enemy's front trench-system this morning south-eastward of Loos. A counter-attack made by the enemy failed. We made successful raids southward of Armentieres and westward of Messines.

Paris, May 24.—The official communique issued yesterday evening reported: The artillery duel has been intermittently violent in the regions of Vauclere, California Plateau and Chevreux.

During the night of the 23rd our aeroplanes dropped 2,200 kilograms of bombs on the railway stations in the region of Rethel, causing fires to break out.

Says Not Necessary Brazil Declare War

Simply Has To Accept Situation Imposed On Her, Is Foreign Minister's Ruling

(Reuter's Agency War Service)

Rio de Janeiro, May 23.—The Minister for Foreign Affairs, Senhor Pecanha, states that Brazil need not declare war against Germany but must accept the state of war which circumstances have imposed upon her, must give full attention to her military and naval organisation, especially with a view to collaborating in the policing of the South Atlantic and must be ready for any eventuality.

REOPEN RICE EXCHANGES

Reuter's Pacific Service to The China Press

Osaka, May 26.—The Osaka and Kobe Rice Exchanges were re-opened for the afternoon session. Prices sharply declined.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Chikugo M. May 28
Per N.Y.K. s.s. Kumano M. May 30
Per N.Y.K. s.s. Hakuai M. June 1
Per N.Y.K. s.s. Yawata M. June 5
For U.S., Canada, and Europe:—
Per T.K.K. s.s. Tenyo Maru May 28
Per N.Y.K. s.s. K'kura M. June 13
Per T.K.K. s.s. Nippon M. June 14
For Europe:—
Per N.Y.K. s.s. Katori M. June 2
Per N.Y.K. s.s. Kamo Maru June 10

JAPANESE TO PROTECT INDIAN, PACIFIC OCEANS

Special Detachment Of Powerful Fast Cruisers Ordered Out For Duty

(Reuter's Agency War Service)

London, May 24.—In the House of Commons today Lord Robert Cecil, in reply to a question, said that the activities of the Japanese Navy did not end with the operations which resulted, with the co-operation of the British Navy, in the extermination of the German naval forces in the Pacific.

A special detachment of cruisers and destroyers had been despatched to the Straits Settlements, where they had been assisting the British Navy in guarding the Indian Ocean east of Colombo. In the northern Pacific a detachment of Japanese cruisers last year, at the instance of Great Britain, had carried out extensive cruises of great importance to the cause of the Allies, while more recently, in view of the development of the naval situation, the Allied Governments had deemed it necessary that the co-operation of the Japanese Navy should be extended.

Accordingly, the Japanese Government had despatched a considerable force of light craft to the Mediterranean, where it was now co-operating with the naval forces of Great Britain and the Allies, and a new detachment of powerful, fast cruisers had been despatched to assist to protect shipping in the Indian and South Pacific oceans.

Valuable as this assistance had been, it was additionally valuable as showing the spirit existing between all the Allies and indicated the greatness of the assistance they might expect in future.

Nanking Express Coach Derailed at Chinkiang

Car Goes Off Tracks But None Of Passengers Is Injured

The rear coach of the up-express on the Shanghai-Nanking railroad, which left Shanghai yesterday morning at 7.55, went off the rails at Chinkiang yesterday afternoon. According to the railroad officials, no-one was hurt and the damage was slight. The cause of the derailment was unknown but it was thought that it must have been some fault in the rails, as the train equipment was in order when inspected. The breakdown train left here in the afternoon to repair the track and coaches. The latter, with such passengers as desire, will be brought down by the train from Nanking arriving here at 7 o'clock this morning.

Dr. Willoughby Here On Way Back to U.S.

Dr. W. W. Willoughby, adviser to the Chinese government on constitutional affairs, is in Shanghai to take the Tenyo Maru which leaves tomorrow for the United States. Dr. Willoughby has severed his connection with the Chinese government and will not return to Peking. He declared his unwillingness to make any public statement of his opinions of the situation in Peking at the present time

Shanghai Is Thanked For Gifts to American Ambulance In France

Mrs. Wheelock Receives Letter Of Heartfelt Appreciation; More Money Wanted

Editor, THE CHINA PRESS

Sir,—The following letter has been received by me from Mrs. Bacon. I have still $301.00 (Mex.) in hand and if anyone would contribute more and make up the required sum for another bed, anything, no matter how small, will be most gratefully received by me. Yours truly.

Mary Wheelock.

Dear Mrs. Wheelock: I want to thank you and all those who helped in collecting the sum of $600, for the support of a bed for the American Ambulance, which will be of such genuine help to the hospital during the coming year.

The demands upon the American Ambulance are very great, and there has never been a more urgent need for its services than now. And it is through such gifts as yours that it is possible to continue the work, and that we dare hope that it can be maintained as long as this war lasts.

I have ordered the brass tablet that will mark your bed, and this will be engraved with the inscription:

SUPPORTED BY FRIENDS OF FRANCE IN SHANGHAI, CHINA.

There is no form of gift that is more appreciated at the American Ambulance than this one of "supported beds," and it is a great gratification to see how deeply touched these wounded men are by this proof of sympathy and interest from friends far away. This is the first money sent us from the Far East.

Again thanking you for the kindness of all the generous contributors in Shanghai, I am, Very sincely yours,

Martha Bacon.

April 21.

Memorial Service At Masonic Hall Today

Special Program Of Speaking And Music Honors Approach Of Decoration Day

The American Song Service will be held at 5 o'clock this afternoon at the Masonic Temple where a program especially arranged with regard to Memorial Day will be given.

Judge Lobingier of the United States Court for China will preside at the meeting and the Rev. S. C. Garritt of Nanking will give the principal address. The invocation will be made by Dr. Frank D. Gamewell and the scripture reading will be done by Lieut. H. B. Sanford.

Patriotic hymns are to be sung and there will also be a program of special music. Mrs. J. J. Connell and Mr. Schuman will give a duet and the American School orchestra and chorus have numbers. The American community and its friends are cordially invited to attend these services.

The official Memorial Day services will be held on next Wednesday at Bubbling Well Cemetery.

ITALIANS CAPTURE 9,000 IN SURPRISE ONSLAUGHT

Aided By 130 Aeros, They Break Through From Castagnavizza To The Sea

(Reuter's Agency War Service)

Rome, May 24.—An official communique issued today reports: On Carso Plateau, yesterday, after a violent bombardment for ten hours, we assaulted and broke through the enemy's lines from Castagnavizza to the sea.

While we were engaging the enemy in heavy fighting on our left our troops, after carrying the enemy's trenches in the center and on our right, occupied part of the area southward of the Castagnavizza-Boscomalo Road, passed Boscomalo Locale and captured Jaminano and five strongly fortified heights.

The sudden onslaught surprised and nonplussed the enemy, who made a counter-attack in the evening which was repulsed with severe loss. We took over 9,000 prisoners yesterday, including 300 officers.

Our aeroplanes and seaplanes, to the number of 130, participated in the battle, dropping ten tons of bombs on the enemy's lines and using their machine-guns against the troops. All of them returned safely. Ten batteries of British guns largely contributed to our bombardment.

We repulsed heavy attacks in the Gorizia sector, captured a strong point on the north-west slopes of San Marco and made considerable progress on Monte Santo and Vodice after severe fighting.

London, May 25.—The tactical result of the Italian victory is that the Italians have at length fought their way to the lower of the rocky terraces descending from the Carso Plateau to the Adriatic at a part where the tableland touches the sea and have thus secured a firm hold on the coast road and railway to Trieste, which is only thirteen miles from the point attained.

Moreover the Italians have made important gains near Gorizia, capturing the formidable position of Monte Santo, which has resisted repeated attacks for ten days.

Summing up the fortnight's fighting, the Italians have captured two very strong mountain fortresses north of Gorizia, repulsed an Austrian counter-attack in Trentino and inflicted on the enemy the severest reverse in this war on Carso Plateau. The nature of the country, which resembles an enormous petrified sponge, elaborately fortified, makes this feat all the more remarkable.

The Weather

Mist or fog, with rather hot weather and threats of thundersqualls. The maximum temperature recorded yesterday was 85.8 and the minimum 56.5, the figures for the corresponding day last year being respectively 79.2 and 60.8.

He declared that in doing so he did not exceed his powers, nor would he do anything unlawful, as he always abides by law in executing his duties.

According to the National Constitution, Dr. Wu said, a Mandate need only be signed by the President and countersigned by members of the Cabinet. No stipulation is made that it must be countersigned by the Premier. Dr. Wu also enumerated cases since the establishment of the Republic where the dismissal of the Premier or a Cabinet Minister was effected by a Mandate not countersigned by the out-going executive officer.

Headquarters of the Commanders of the Precautionary Troops has been established at the office of the Chief of General Staff. Meetings were held Thursday and Friday, at which it was decided to establish wireless services between the office of the President and stations for the precautionary troops in Peking and Tientsin. The machines between the office and the South Park were tested Friday and were found to be in order. A thousand more trained soldiers will be selected among the troops to protect the office.

Precautionary measures are being taken by the foreign ministers around the Peking legation quarter. The work is divided between the various national guards. French authorities are in charge of the East, the Russian and American troops of the West, and the Japanese of the South, while the British and Italian guards will patrol the North.

Dr. Wu interviewed employees of the Cabinet Friday. The seal for the Premier was presented by Secretary Soo Fung-shu to Dr. Wu's son, Dr. Wu Chao-chu. A joint application for withdrawal was handed to the new Acting-Premier by the six secretaries of the Cabinet.

Fu Liang-tsu, the Vice-Minister of War under Tuan, asked to be relieved of his duties supposedly on account of bad health. His resignation was accepted.

General Chang Hsi-che of Shantung reported to the President Friday that he had arrived at his post in Tsinan the day previous. Military Governor Meng En-yuen of Kirin, leader of those who signed the memorandum asking for dissolution of Parliament, returned with Chang.

Numerous communications have been received by the President from the provincial assemblies, demanding the punishment of the Tuchuns for their interference with legislative rights.

President Li has asked Liang Chi-chiao to come up to Peking.

Conference Suggests Indians be Privileged To Enter Dominions

(Reuter's Agency War Service)

London, May 24.—A Blue Book of 163 pages, being a statement of the proceedings at the Imperial War Conference, has been issued.

It contains the resolutions already cabled and extracts from the minutes and a number of papers laid before the Conference, notably the Memorandum on emigration from India to the Dominions which was presented by the representatives of India and which the Conference recommended to favorable consideration by the Governments concerned. The Memorandum suggests the following basis of agreement:

(1) With regard to Indians already permanently settled in the Dominions that they should be allowed to bring in wives (subject to the rule of monogamy) and children who are minors and in other respects should not be less privileged than settled immigrants of Japanese nationality.

(2) That future admissions of Indians for labor or settlement should, if possible, be regulated on lines similar to and not less favorable than those governing the admission of any other Asiatic race.

(3) If this is impossible, there might be reciprocal treatment in India and the Dominions of immigration for the purposes of labor or permanent settlement and, if a Dominion is determined to exclude these two classes of immigration from India, India should be free to do the same as regards that Dominion. It would be clearly recognised that exclusion in either case was not due to the motive of race-prejudices but was the outcome of the different economic conditions.

(4) Along with such exclusion reciprocal arrangements would be made for granting full facilities for the admission of tourists, students and the like and for business visits entailing temporary residence, so long as this residence was not for labor purposes or for permanent settlement.

3,000 Casualties In Fighting At Chengtu

Situation Easier, People Believing Settlement Will Favor Szechuenese

Reuter's Pacific Service to The China Press

Chengtu, May 25.—The returns of the casualties during the recent fighting indicate that nearly 3,000 civilians were killed or wounded. Today, the authorities distributed $8 in tickets to each person wounded and $20 to the relatives of the dead.

The newspapers say that General Lo Pei-kin has arrived at Tzelfutsing. The situation here is somewhat easier, owing to the expectation of a settlement of the whole trouble in favor of the Szechuenese.

NEW FIELD MARSHAL

(Reuter's Agency War Service)

London, May 24.—The King handed Sir Charles Egerton his Field Marshal's baton, yesterday.

Remain At Attention While Waiting Death

Couldn't Save 150 Soldiers On Transylvania Owing To Rough Sea

(Reuter's Agency War Service)

London, May 24.—An official communique announces that the escorting destroyers picked up the survivors from the s.s. Transylvania.

A nurse on board the Transylvania says that, after a submarine had fired a torpedo, the Captain of the Transylvania tried to reach the shore, which was ten miles distant, but another torpedo struck her in the region of the engine-room. The vessel sank in an hour.

The boats were launched in a very orderly fashion and the men on deck sang as the boats left, shouting to the nurses: "Good-bye! See you again soon." There were —— troops on board. Owing to the rough sea, it was impossible to save 150 soldiers, who stood on the deck at attention when the steamer sank.

Captain Breuell dived into the sea from the bridge of his ship. He was rescued, but died the following day. Many of the men swam ashore.

Carson Hopes Ideals Finished

(Continued from Page 1)

the nearest approach at the moment they could get to the ideals at which they were aiming.

There was revolution in the Empire. At Home the Franchise Bill was itself a great revolution. What had brought that about? The war and conscription. Millions of men were going over the parapet daily in face of the German guns. They were the men who were preserving their property for those at home. They could not ask them to do all that without giving them a voice in the government of the country. "Thank God! We do not require bloodshed and anarchy to do these things." Labor would never again be satisfied, nor ought it to be satisfied, to be in the same condition as before the war.

Progress of Labor

Labor, in the numbers of men it had sent out, was laying the foundations of their future progress by maintaining their present liberties and must have, he would not say its reward, but its fair share in the body politic. They had to prove to Labor that, if its true interest were to expand and progress, that could only be done on a sound, solvent basis by the organisation of the unexploited resources of the Empire.

"Let us not talk to them too much of Imperialism," continued Sir Edward Carson. "To some of them it rather idealises domination: to others, it means aggression: to others it means exploitation of the people for the benefit of the few or of capitalists. You must get that out of their minds. You must rather teach them of empire union and greatness in which each unit is a source of help and strength to the other units. You must teach them that the patriotism inherent in them is best for their material progress. Just as by building up business they get freer flow for their energies and greater resources for higher wages, so by the expansion of the Empire and by exploiting the untapped fields of the Empire you will bring home to them that we have great material which can place them on a surer and better foundation of good terms and happiness at home than has ever fallen to the lot of the proletariat of any other race."

Blames Lisbon Riots On German Influence

(Reuter's Agency War Service)

London, May 24.—The Portuguese Minister of War, who is at present in England, interviewed by a representative of Reuter's Agency, attributed the food-riots in Portugal to German influences.

ADRIATIC FIGHT

(Reuter's Agency War Service)

Paris, May 25.—The survivors of the French torpedo-boat Bontefu say that the British, French and Italian warships showed great skill and promptitude in meeting the attack of the Austrian vessels. The French destroyer Bisson registered several successful shots at a big enemy cruiser on which a large fire was seen to break out.

FLOWER SHOW JUNE 1

A change of date for the annual Spring flower show of the Shanghai Horticultural Society was announced yesterday by Mr. D. Macgregor, honorary secretary. The show will be held next Friday instead of on Wednesday, as previously announced.

BABY'S PICTURE
It's our speciality.
Burr 2 Broadway

American Army Officer Examining Shells

Colonel O. B. Mitcham, of the Ordnance Department, stationed at Governor's Island, New York, examining shells made in America for foreign governments.

U. S. SILVER TO INDIA

(Reuter's Agency War Service)

New York, May 24.—The banks, at the request of their Indian customers, are shipping bar silver to India, via San Francisco, in settlement of the trade balance, at the rate of £200,000 a week.

STUDY AT HOME

NO matter who you are, what you are doing, or where you live, the I.C.S. will come to you through the mails. All over the world men are reaping rewards from time invested in I.C.S. Training. What others are doing YOU can do. A few I.C.S. Courses are described below. Detailed particulars regarding any I.C.S. Courses are furnished on request.

ENGLISH AND BOOKKEEPING: This Course is an excellent combination of English subjects and enough bookkeeping to prepare for clerical and bookkeeping work. This Course furnishes not only a good general education but also a knowledge of business and business principles that will enable the student to fill desirable office positions or to handle his own affairs better. Includes subjects numbered 1 to 10 inclusive, as listed below.

STENOGRAPHIC COURSE: Gives instruction in subjects necessary to qualify as a first-class stenographer. Student may study either the I.C.S. Pitmanic System of Shorthand, or the Gregg System. Course includes subjects numbered 2-3-4-5-6-7-11-12-13 listed below.

COMPLETE COMMERCIAL COURSE: Gives a thorough business training—thorough instruction in bookkeeping, shorthand, typewriting and necessary preliminary subjects. Student may start with training in bookkeeping or stenography as desired. This Course is a combination of the ENGLISH AND BOOKKEEPING and STENOGRAPHIC Courses described above.

1—Arithmetic, 2—Spelling, 3—Penmanship (Vertical or Slanting), 4—Elements of English Grammar, 5—Elements of English Composition, 6—Punctuation and Capitalization, 7—Letter Writing, 8—Single-Entry Bookkeeping, 9—Double-Entry Bookkeeping, 10—Opening, Closing and Changing Books, 11—Shorthand (I.C.S. Pitmanic or Gregg System), 12—Speed Shorthand, 13—Typewriting.

LOOK INTO THE FUTURE!

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Machine Designer	Heating and Ventilation	Teacher
Machine Shop Practice	Plumbing Inspector	TEXTILE OVERSEER OR SUPT.
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Worden Sent Back To Prison For Life

American Found Insane Here Ordered To Serve Out Sentence For Murder

S. R. Worden, who, it will be remembered, was found insane in the United States Consular Court here a little more than a year ago, is to be returned to prison in California to serve out a life sentence from which he was paroled in 1911. This decision was reached by the California Pardon Board, according to San Francisco papers just received.

Worden was taken from here to Washington, where he was placed in a hospital for the insane. A few months ago the federal authorities notified the state government of California that Worden had recovered his sanity. The state authorities decided he must return to prison. Worden had first got into trouble here when he was arrested on a charge of issuing worthless checks.

The case of Worden goes back to the great railroad strike of 1894, when he and others were sentenced to be hanged for wrecking a train and causing the death of six men. Worden's sentence was commuted to life imprisonment. In 1911 he was paroled. He spent some time in Yokohama and then came to Shanghai.

FAVOR ELECTORAL REFORM

(Reuter's Agency War Service)

London, May 24.—The House of Commons has passed the second reading of the Electoral Reform Bill, by 329 votes to 40.

Bail for Eugene Chen Refused by Procurator

Peking, May 26.—Dr. C. H. Wong has asked the office of the Procurators to allow Eugene Chen, editor of the Peking Gazette, to be bailed out but this has not been granted.

NEW POEM 2,500 YEARS OLD

Part of the Babylonian Epic of Gilgamesh Just Translated

Philadelphia, April 17.—In the University of Pennsylvania Museum Journal, published today, is the translation of a Babylonian tablet which will be of interest to the historical, religious, and literary world. It is one of the missing books of the epic of Gilgamesh, regarded as one of the oldest and noblest poems in the world. The epic was composed about the time of Abraham, but all known tablets and fragments of tablets containing in date from a much later period. George Smith made the first discoveries more than forty years ago. The tablet in the University Museum was probably written between 600 B. C. and 300 B. C., he says. It was translated by Dr. Stephen Langdon, curator of the Babylonian section of the University Museum, and, according to that scholar, contains important new matreial bearing on the whole epic, and also supplies missing data and hitherto unrecorded nations. It tells the story of how barbarous man, in the person of Enkidu, is redeemed by the love and devotion of a woman.

Gilgamesh, a half-mythical king, by many identified with Nimrod, ruled so cruelly that the people asked the gods for relief. The mother-goddess made from clay a wild satyr, covered with hair, but strong enough to oppose Gilgamesh, who was two-thirds a god. Eventually Enkidu is changed by love of a woman to a civilised being, loses his hair and becomes a rival of Gilgamesh, with whom he has a terrific combat. Finally the men become friends, Gilgamesh forsakes his evil ways, and the two heroes start on adventures which are told in the other tablets already well known.

It was in one of these that the Babylonian story of the creation and the flood were first found, but the Sumerian tablets in the University Museum, giving much fuller accounts of this events and of the fall of man, were written probably 1,200 years before the oldest existing tablet of the Gilgamesh epic, which, to the Babylonians, bore the same relation as the Iliad did to the Greeks.

WHERE U. S. HELPS

(Reuter's Agency War Service)

London, May 24.—The War Cabinet has decided to discontinue the erection of a large explosives factory at Bristol, owing to the entry of the United States into the war.

CHINA AFFAIRS DISCUSSED

Tokio, May 26.—Viscount Dr. Motono, the minister of foreign affairs, visited Count Terauchi, the Premier, at his official residence on Friday afternoon and talked over Chinese affairs and other matters.

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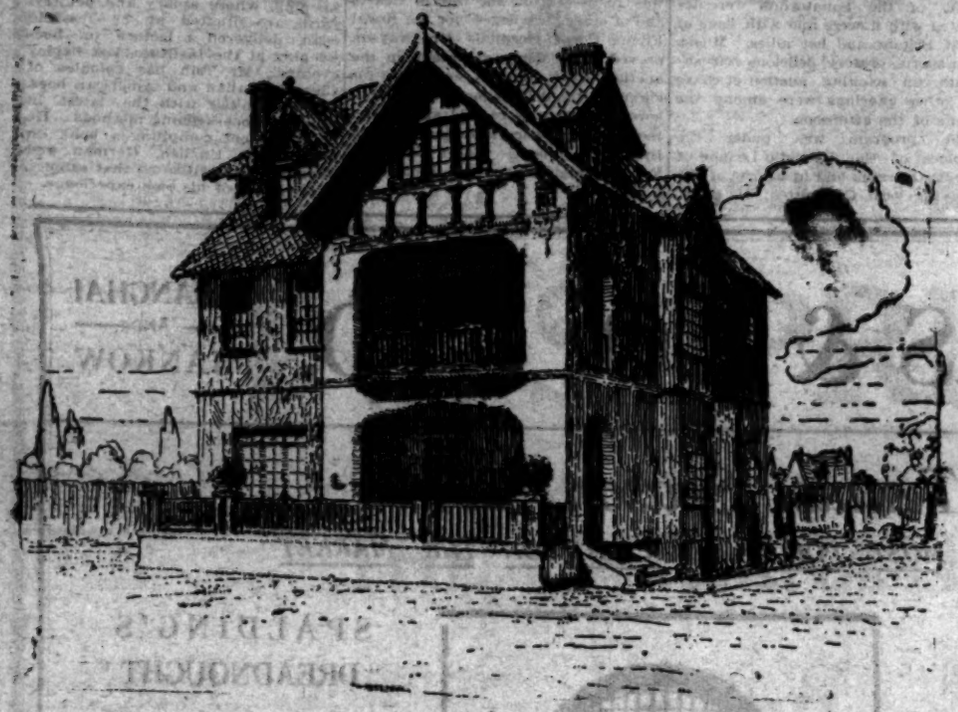

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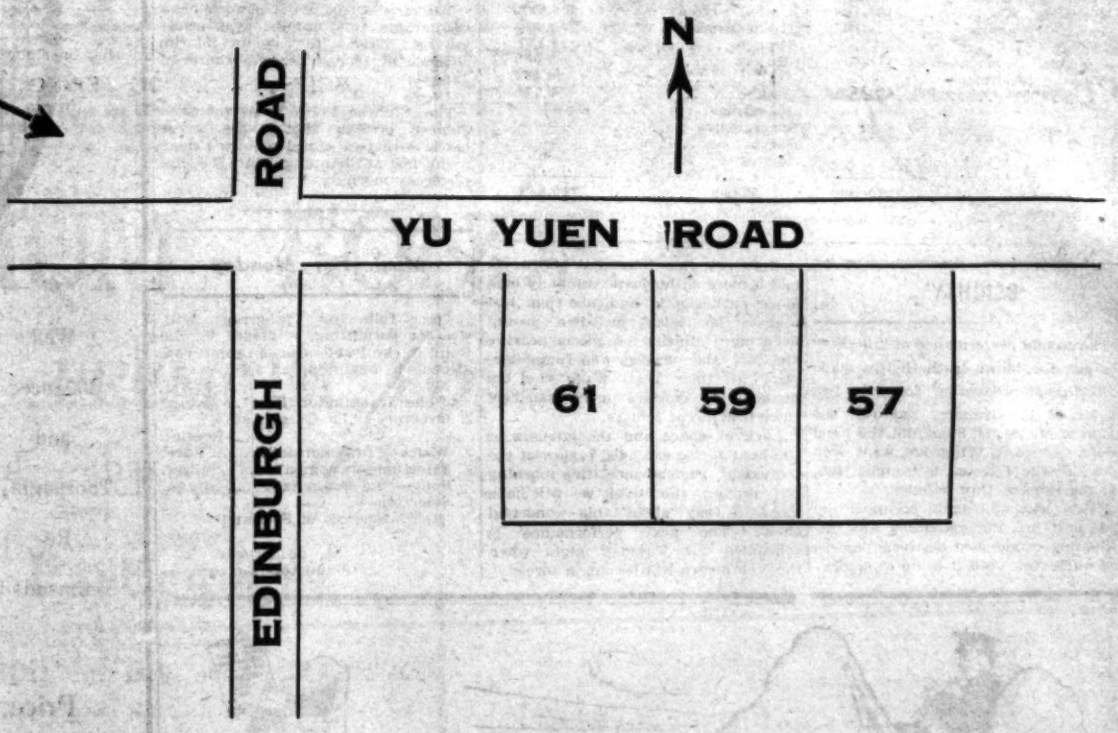

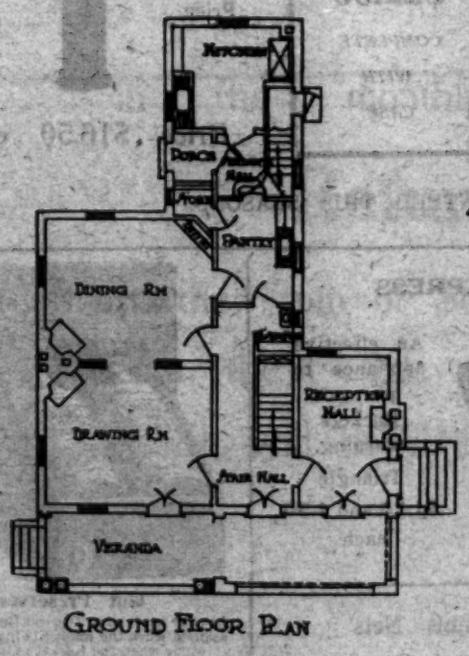

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Surpassing Metal Might Of America

(Continued from Page 1)

glad to pay for deliveries approaching even remotely those with which the government is to be favored. Prevailing quotations on steel-making pig iron also supply a market measure of these reductions. Operating schedules swiftly have been arranged to give government material a clear right of way.

New buying has been limited by the unwillingness of producers to accept new business until the government has had an opportunity to express its wants. In practically every line, evidence of these ramified needs is appearing, extending from tin plate for food containers for the army and navy to ship materials and raw steel for munitions.

World leadership of the United States as a producer of iron, steel and non-ferrous metals, the very sinews of modern warfare, is about to be exercised to its fullest power in the defense of the nation. Now that the gage of battle has been thrown to Germany, the wide margin of advantage of this country over all other nations in the possession of mineral and manufacturing resources, is being brought into full play. A comparison of the productive potentiality along this line, of the United States and the Central Powers, sharply portrays the surpassing material strength of this country in what has been called appropriately a "war of metals."

Comparative Iron and Steel Product

Comparative Iron and Steel Production

PIG IRON

Central Powers	Tons	Allied Powers	Tons
Germany	13,190,172	United States	39,500,000
Austria-Hungary	1,500,000	Great Britain	10,300,000
Turkey	———	France	4,500,000
Bulgaria	———	Russia	2,686,226
Belgian territory occupied	1,250,000	Italy	385,340
French territory occupied	4,000,000	Japan	57,513
		Rumania	———
		Montenegro	———
		Servia	———
		Portugal	———
Total	20,940,172	Total	54,429,089

STEEL

Central Powers	Tons	Allied Powers	Tons
Germany	15,616,296	United States	41,000,000
Austria-Hungary	2,800,000	Great Britain	8,350,944
Turkey	———	France	1,200,000
Bulgaria	———	Russia	5,000,000
Belgian territory occupied	1,000,000	Italy	796,152
French territory occupied	3,000,000	Japan	300,000
		Rumania	———
		Montenegro	———
		Servia	———
		Portugal	———
Total	32,416,296	Total	56,647,096

Comparative Copper and Lead Production

COPPER

Central Powers	Tons	Allied Powers	Tons
Germany	35,000	United States	880,750
Austria-Hungary	3,715	Great Britain	305
Turkey	508	France	11,968
Bulgaria	———	Russia	16,000
		Italy	1,839
		Japan	90,000
		Belgium	———
		Rumania	———
		Montenegro	———
		Servia	———
		Portugal	———
Total	39,223	Total	1,000,862

LEAD

Central Powers	Tons	Allied Powers	Tons
Germany	181,100	United States	606,628
Austria-Hungary	24,102	Great Britain	50,000
Turkey	———	France	28,817
Bulgaria	———	Russia	1,000
Belgium territory occupied	*25,000	Italy	20,464
		Japan	3,779
		Rumania	———
		Montenegro	———
		Servia	———
		Portugal	———
Total	230,202	Total	710,688

*Estimated

'BLIGHTY'

The second performance of "Blighty" our genuine, blown-in-the-bottle, made in Shanghai production, from the pen of Mr. E. P. Graham Barrow, the piano of Mr. M. D. Silas and the hand of Mr. George R. Wingrove, went even better at the Lyceum last night than did the Empire Day premier.

Every seat was again occupied and the best of understanding was immediately established between players and audience. And it is no exaggeration to say that Shanghai has never had a more enthusiastic company or a more enthusiastic audience than last night's. Mr. Silas' melodies proved even more alluring on second hearing and all the singers and funmakers were at their best, while the big bouquet of dancers more than held their first night honors.

Lack of space and the lateness of the hour forbid extended review of the individual performance this morning but during the week we will have more to say about this wonderful show. The next performance is scheduled for Tuesday night, when the Volunteers will be out in force.

News Brevities

Special attention is called to the concert to be held next Wednesday, at the Olympic, in aid of the Sailors' War Orphans Fund. The program is a very good one.

• • •

Mr. A. Landau, formerly of the Astor House and Palace Hotels, has been appointed manager of the Wagons Lits Hotel, Hankow. He is leaving in a few days to take up the position.

• • •

The International Savings Society announces an interesting departure in connection with its Premium Bonds, by which bondholders, on payment of a trifling yearly sum, secure to their beneficiaries the return of all premiums paid.

• • •

The joy-riding season is here, and, as will be seen from the advertising columns, the Honigsberg Garage makes an interesting announcement regarding the Buick hire service.

• • •

The Committee of the Overseas Club desires to acknowledge the invaluable assistance rendered on Empire Day by the directors of the Eastern and Star Garages in lending motor-cars for the convenience of the ladies selling flags and flowers and collecting money for the Club Fund in aid of the Royal Flying Corps Hospital.

• • •

Mr. J. C. Hansen left yesterday for Japan, where he will take a steamer for Canada. From there he expects to return to England.

• • •

The Shanghai Recreation Club will open its grounds to the wives and women friends of members every Monday, beginning tomorrow. A crown green for the bowlers also is being planned.

• • •

The annual general meeting of J. Llewellyn and Company, Ltd., which was called for May 30, has been postponed. The date for its holding will be announced later.

• • •

Mr. Harry H. Fox has taken charge of the Shanghai office of the British commercial attache in Peking under the orders of the British Charge d'Affaires. He is to be seen at the consulate from 2 to 4 o'clock every day except Saturday and at other times by appointment.

• • •

The British consulate will be closed to public business tomorrow, Whit Monday.

• • •

The Osaka Shosen Kaisha announces the suspension of the shipment of yellow phosphorus matches to China as a result of the recent fire at Tientsin, which was caused by the combustion of matches at the wharf. The Nippon Yusen Kaisha, it is reported, will follow suit.

• • •

The directors of the Kroewoek Java Plantations, Ltd., decided at a meeting held Friday to pay an interim dividend of 50 tael cents a share on June 21.

• • •

The Chinese Police Constable and Chinese civilian shot in the street battle with two armed robbers Friday night died at Shantung Road Hospital yesterday morning.

Music For Monday

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow afternoon, beginning at 5.30.

1. March—
   "The Washington Post"...Sousa.
2. Overture—"La Gazza Ladra"
   Rossini.
3. Waltz—"Innamorata".....Fare.
4. Selection—"Carmen".....Bizet.
5. Song—"La Serenata".....Braga.
6. Selection—
   "Reminiscences of Scotland'
   Godfrey.

A. de Kryger,
Conductor-in-charge.

Soochow and Hangchow Hold Joyous Empire Day Festivities

Special Correspondence of The China Press

Soochow, May 25.—Soochow is keeping pace with the rest of the world. Yesterday Empire Day was celebrated here by the Allies at the home of Mr. and Mrs. Curran. Invitations were issued to all citizens of the Allied countries to gather and celebrate together. The grounds were tastefully decorated with the flags of all nations, except those of a few, and there were crossed above the door Old Glory and the Union Jack.

Refreshments were served on the beautiful lawn and Chinese jugglers entertained the crowd for a while. Then the guests retired to the verandah where the flags of the Allied nations were raised one by one on the flag pole in the yard to the national airs of each played by Miss Olive. The last to be raised was The Union Jack and Mr. Reggie Curran played "God save the King" while this was being done. Later Master Curran also recited in a most pleasing manner "The Kaiser's Dream" and "The Kaiser's Peace." Misses Olive and Lipscomb added much to the pleasure of the occasion by their songs, which were heartily appreciated.

Later, ice cream and cake were served and two little girls carried around little boxes to receive the contributions of those present for the Blind British Soldiers and Sailors. The sum of $122 was contributed.

Big Time At Hangchow

Special Correspondence of The China Press

Hangchow, May 25.—Empire Day was observed with great eclat in Hangchow. The principal festivities of the day occurred in the afternoon in the Lakeside Sanatorium on the shore of beautiful West Lake. The spacious rooms of the Sanatorium were decorated with flowers and with flags of Great Britain and her allies. Music, lawn sports, oratory, delicious refreshments, an exciting auction of cakes and other offerings were among the events of the afternoon.

The program was under the auspices of the Patriotic League of Britons Overseas and in charge of the following local Committee: H. B. M. Consul H. N. Bristow, Honorary President, J. C. Molony, Esq., Rev. E. Thompson, W. Howard, Esq., S. D. Main, Esq., Honorary Secretary, and Misses Laurence, Bailey, and Emley. After tea there was a brief program of music consisting of piano solos by Miss Sophie Graham and Dr. Laselle and vocal solos by Miss Bailey, Mrs. E. E. Barnett, and W. E. Hughes, Esq.

Following the music was a brief address by Consul Bristow in which he spoke of the meaning of the day and welcomed those present to its observance. He was followed by Dr. Main who spoke with characteristic wit and point. The principal address of the afternoon was delivered by Rev. R. F. Fitch who spoke eloquently of the British Empire and its mission in the world and of the momentous issues at stake in the present war. Father Morel spoke briefly on behalf of the citizens of France present.

More than three hundred dollars was realised from the sale of tickets and of other "privileges" for the Royal Flying Corps Hospital. Mr. Drayson proved particularly successful in the auctioning off of fifty cent cakes for eight and ten dollars each. More than seventy tickets were sold and among those present were representatives of England, Ireland, Wales, Scotland, France, Belgium, America, Japan, and China.

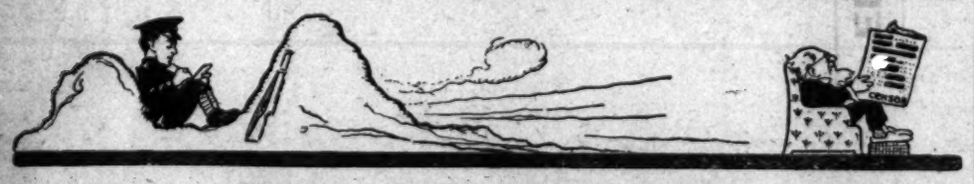
Lowrie Institute Has Another Exhibition

Articles Made In Philippines Public Schools Purchased By President P. W. Kuo

The Lowrie Institute repeated its exhibition of work last Friday afternoon, showing a fine collection which its president, Dr. P. W. Kuo, purchased during his recent trip to the Philippines, in addition to its own manufactured products. This collection consists of a great variety of articles made of grass, bamboo, and thread by pupils in the Philippine public schools.

These things are being used as models by the students at Lowrie Institute. Band music and a baseball game accompanied the exhibition.

Mr. James N. Tsih, an enthusiastic promoter of poultry-raising and beekeeping, whose apiary and poultry-yards are situated at 21 Jessfield road, delivered a lecture on beekeeping at the Institute, last Friday evening. Mr. Tsih has colonies of Chinese, Italian and American bees, and is familiar with the latest in hives and bee-keeping methods. He is at present compiling a book on bees of his English, German and Japanese authorities on that subject, in the light of his own experience.



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A Most Popular Racket At a Popular Price.

A New Pattern. Each Frame is Specially e ected.

Price $16.50 each

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Spalding's New Colonial Tennis Ball
Finest Ball Produced

A First-Class Ball. $10.00 doz.

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Strong White Web band and brass swivel.
Price 2.50

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Au effective appliance to prevent Rackets warping.
Triangle
$1.20 and 1.50 each

Spalding's Tennis Nets

Hand made, absolutely the best and they are well worth many times the additional cost over the ordinary machine-made styles.

Spalding's best steam tarred, fitted copper cord with hemp end and pin, superior quality white web band. $21.50

Spalding's steam tarred net, with stout galvanised steel cord and superior quality white web band. $18.00

Good quality steam tarred nets, steel cord and white web band $15.00

Gut Preserver

In case containing two bottles, one to be applied when the Racket is in use, and the other when the Racket is laid aside.
Price $1.00 and $2.25

Slazenger's Lawn Tennis Court Tape Lines

½ in. Tape complete in box with staples - - - $10.00
1 in. Tape complete in box with staples - - - 12.75
1½ n Tape complete in box with staples - - - 16.50
Slazenger's 1½ in. best quality
Price 15.00

5% Discount for Cash.

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A STAMPED AND ADDRESSED POST CARD IS ENCLOSED IN EVERY COPY OF TODAY'S THE CHINA PRESS

T. Daniel Frawley Bringing An All-Star American Comedy Company To Shanghai

Miss Laura Guerite *T. Daniel Frawley* *Miss Annette Tyler*

Latest Farces and Comedy Drama Successes from New York and London to be Presented at Lyceum Theater Next Month

Many Shanghai residents who remember when an American dramatic company under the management of T. Daniel Frawley played a short engagement here several years ago, still refer to that organisation as the best ever seen in the East. Much interest is felt therefore in the forthcoming visit of a company of American artists especially organised by Mr. Frawley for an extended tour abroad. This company will arrive in Shanghai June 2, and will open an engagement at the Lyceum Theater a few days later.

The personnel of this new Frawley company indicates that it was composed so that a very varied repertory can be presented. Dramas, farces and musical pieces will be given. The complete repertory has not been announced, but it is known that "Romance," the play in which Doris Keane captivated New York and London, is included; "Outcast," Elsie Ferguson's recent great success; "Peg O' My Heart"; "Paid in Full," Eugene Walter's first real triumph; George Broadhurst's remarkable little study of modern American business and social life, "Bought and Paid For," and "The Climax" are among the dramas to be produced.

All of these plays have been unusual successes in America, and most of them have also been produced in London. Probably one reason why they were selected by Mr. Frawley is that all of them require small casts. "Paid in Full" has only five characters, "Bought and Paid For" has only four, "The Climax" has four; yet all are intensely dramatic and provide fine opportunity for the actors.

As farces, "Fair and Warmer," "Twin Beds" and "Seven Days" are included—all ripping laugh-getters. This is to be the first time "Fair and Warmer" has been played out of America. It was first produced twenty months ago, in New York.

Until the company arrives it will not be known what the musical offerings will be; but "Very Good Eddie," "Nobody Home," and "The Only Girl" are new pieces that can be given with a small cast and without a conventional chorus. These pieces have had long runs in New York, and are a new type of musical comedy—being really farces with music.

The following "Who's Who" of some members of the company gives an idea of its composition:

Laura Guerite—Originated the leading female roles in "The Girl in the Taxi" and "The Girl from Rectors" in New York; three years prima donna at the Casino Theater, New York; for three years musical star touring Europe, South Africa, Australia; for the last year star of "Oh, La La" at Queen's Theater, London.

Eva Lang—Dramatic leads in many of the best American stock companies; recently leading woman at the Alcazar Theater, San Francisco.

Annette Tyler—Ingenue, for several years under the management of David Belasco and Henry B. Harris, in New York. Specially engaged for this tour.

Cordelia Haager—Prima Donna with Ziegfeld's "Follies." For one year leading soubrette at the Winter Garden, New York; vaudeville musical star.

T. Daniel Frawley—For many years leading man and character actor with leading companies in New York and on the Pacific Coast; manager of various theatrical enterprises; recently general stage manager for the Morsco productions in New York.

John Halliday—Popular leading juvenile, for many years in the support of Nat Goodwin and other stars.

Homer Barton—Leading man with organisations like those of Belasco, Harris and the Shuberts, in New York.

Oswald Pritchard and Tod Sanborn—Musical specialists from the New York Winter Garden.

George Austin Moore—On the Clifton Crawford order, for years one of America's leading singing juveniles, in many big New York productions; also a head-liner in vaudeville, and recently at the New York Winter Garden.

J. R. Willadson, late manager of the Alfred Butts enterprises in London and Paris, is also with the company.

Since leaving San Francisco, the company has appeared only at Honolulu, where they went to remain a month, but extended the engagement for two weeks longer. The Honolulu Advertiser had this to say about the first production there:

"A unanimous verdict of last night's audience is that the Frawley organisation is by long odds the best that Honolulu has had. The personnel of the company is without exception excellent. . . . Last night's performance engenders a pious hope that the Frawley season here will be long, and the material returns sufficiently encouraging to place Honolulu on a permanent schedule."

Announcement of the exact date of the Shanghai opening, and the play to be given then, will be made soon.

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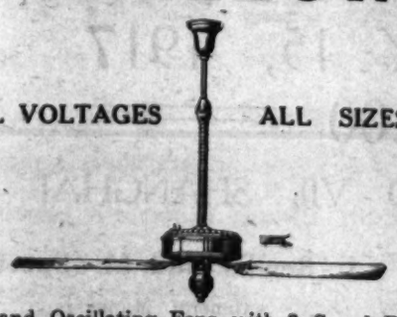
"FREEZOR"

ALL VOLTAGES ALL SIZES



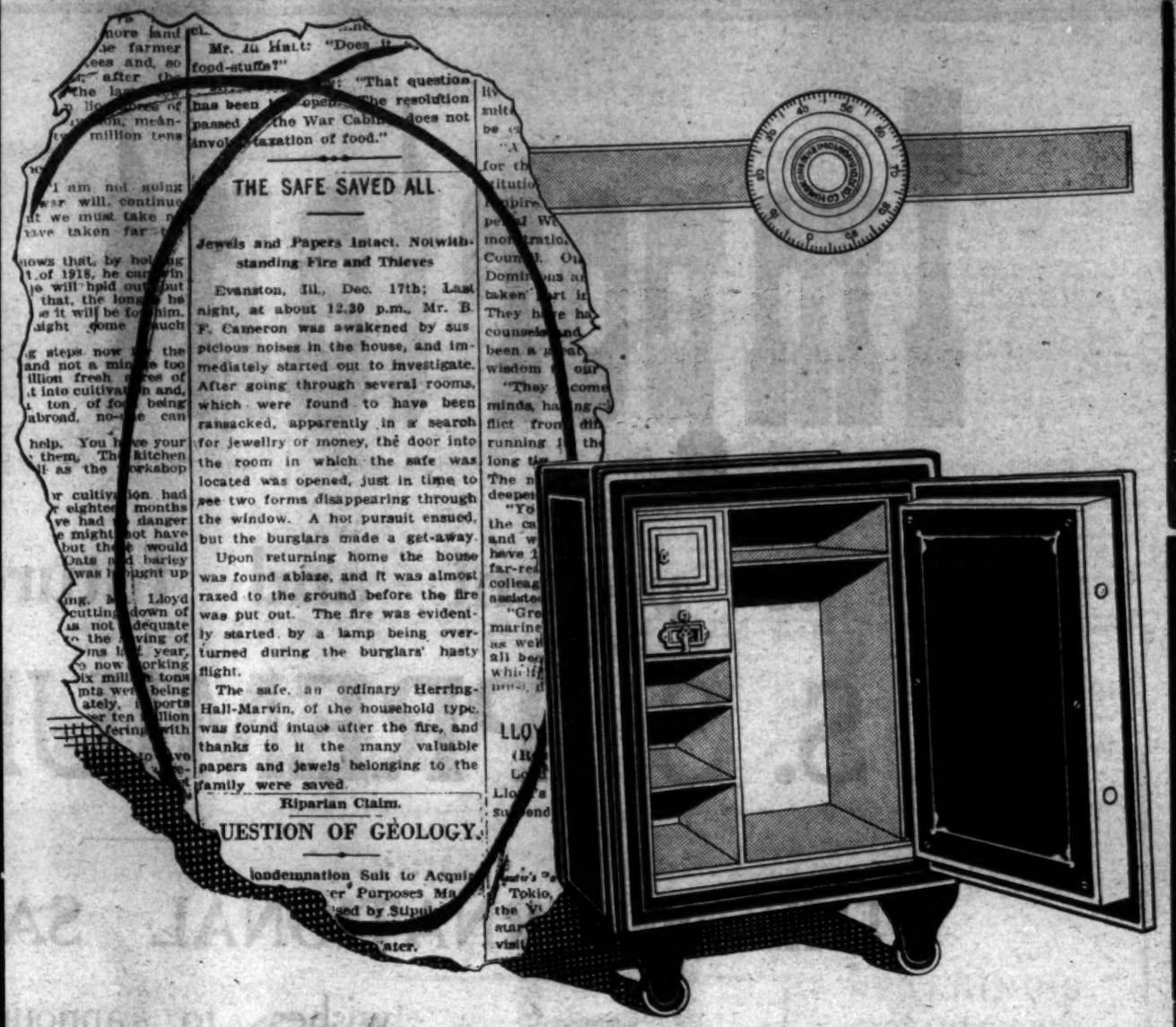
Desk and Oscillating Fans with 3 Speed Regulator in base. Ceiling fans with and without lights.

DR. R. W. DONOHOE

THE AMERICAN DENTIST

11A NANKING ROAD

(ENTRANCE OVER DENNISTON & SULLIVAN)



Mr. Ia Hait: "Does it ... food-stuffs?"

... "That question has been ... opened. The resolution passed ... the War Cabin... does not involve ... taxation of food."

THE SAFE SAVED ALL

Jewels and Papers Intact. Notwithstanding Fire and Thieves

Evanston, Ill., Dec. 17th; Last night, at about 12.30 p.m., Mr. B. F. Cameron was awakened by suspicious noises in the house, and immediately started out to investigate. After going through several rooms, which were found to have been ransacked, apparently in a search for jewellry or money, the door into the room in which the safe was located was opened, just in time to see two forms disappearing through the window. A hot pursuit ensued, but the burglars made a get-away.

Upon returning home the house was found ablaze, and it was almost razed to the ground before the fire was put out. The fire was evidently started by a lamp being overturned during the burglars' hasty flight.

The safe, an ordinary Herring-Hall-Marvin, of the household type, was found intact after the fire, and thanks to it the many valuable papers and jewels belonging to the family were saved.

Riparian Claim.

UESTION OF GEOLOGY.

...condemnation Suit to Acqui... ...er Purposes Ma... ...ised by Stipul...

...ater.

Protect Your Valuables

No. 10-L.

There has been recently an epidemic of thievery sweeping over the city. Every day one reads in the newspapers of this or that person being robbed of money, jewellery and valuable papers.

You have money, jewellery, silverware and valuable papers that you would not like to lose, yet you carelessly lock them away in a drawer or some other insecure place, at the mercy of thieves and fire.

You owe it to yourself and to your family to take every precaution possible to ensure the safety of your personal effects from burglary and fire.

Get an assurance against thieves and fire, that will last indefinitely and pay for itself 100 times over, by purchasing a

Herring-Hall-Marvin Safe

Read this unsolicited letter from a purchaser of one of these small safes:—

Dec. 5, 1913.

HERRING-HALL-MARVIN SAFE CO.,
127 1st Ave., Birmingham, Ala.

On May the 8th, 1911, we bought one of your light wall safes No. 15-L which we placed in our store at 2200 33rd, Ave., North Birmingham, Ala., and on the night of Dec. 1, 1912, we had a very severe fire which destroyed everything we had in our building.

But the safe, however, preserved its contents absolutely and if it had not been for this safe our records would have been lost. Now since your safe has proven what it was we take pleasure in giving you this letter on our part.

We can highly recommend your safes as being absolutely fireproof.

No. 15-L.

Yours truly,

M. L. COLLINS & CO.,

By B. F. KELLY (Signed)

Reproduced are three of the most popular styles of the Herring-Hall-Marvin safe. These are especially suitable for home use because of their compactness, the smallest being 19 inch high by 13¾ inch wide, and the largest 29 inch high by 17¾ inch wide.

They are steel lined throughout, making them burglar proof and fire proof. Combination or key lock as desired. The interior is fitted with book space, pigeon holes and one or more drawers, depending on the size.

We have in stock a very complete line of Herring-Hall-Marvin safes, in a large variety of sizes to suit every need and we shall be pleased at any time for you to inspect our line, or if you will send us a card, we will mail you quotations and descriptive literature.

Pay us a call or write us, it will be worth your while.

Mustard & Company, Agents

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H. S. HONIGSBERG & CO., INC.

TEL. WEST 1234

GERMANY IS NEAR FINANCIAL CRASH

Debt of One Hundred Billion Marks Set as Limit by President of Reichsbank

PUT AT 80 BILLION NOW

Two Billion Monthly Increase Under Falkenhayn Greatly Augmented by Hindenburg

By Oscar King Davis

When an individual has borrowed so much money that the interest on it is more than he can make in a year his next move is for a bankruptcy court. When a nation faces that condition several different measures seem to be possible, especially if that nation is Germany. It is not easy, of course, to say when a nation has reached the point where its interest bill is greater than its total net earnings for a year, because so many elements enter into the calculation. The annual increment of wealth of any nation is always a matter of such estimate and approximation that there is small chance that even the strong partisans of the nation will agree on the figures.

In Germany the authoritative estimates differ widely. Dr. Helfferich, the Vice Chancellor and Finance Minister, in a carefully prepared work, places the annual increase of German wealth at ten milliards of marks, or, on the normal exchange, roughly $2,500,000,000. Mr. Haverstein, President of the Reichsbank, one of the strongest men in Germany and a recognised authority on all financial matters, estimates the annual increase of Germany's wealth at only eight milliards of marks, or something under $2,000,000,000.

Among Germans Mr. Haverstein is credited with the best part of the work of financing Germany thus far through the present war. They say in Berlin that if it had not been for the skill and foresight of the President of the Reichsbank, Germany would have hit the rocks some time ago. When I talked with him not so very long ago in Berlin he drew for me a very clear picture of the condition that would mean smash for Germany. Then he declared with great emphasis that Germany would never reach that condition. The smash stage for Germany, he said, would be reached when her annual interest bill equaled or exceeded her annual excess of production over consumption. In other words, he applied the law of the individual to the nation.

The Point of Collapse

Thereupon I asked him the specific question what he considered Germany's debt limit to be. He replied, with much earnestness, that he believed a total debt of one hundred milliards of marks—100,000,000,000—would bring the German Empire to the point of collapse. And then he jumped out of his chair and made a sweeping gesture with both hands clenched. "But Germany will never reach that point," he exclaimed. "We shall win success long before our debt goes to such a figure."

Mr. Haverstein declared great confidence on this point, but the figures he gave me did not seem to me, at least, to sustain his confidence as powerfully as a good German partisan might desire. He set the debt of Germany before the outbreak of the war at 5,000,000,000 marks, and the funded war debt at 47,000,000,000 marks, or a total of 52,000,000,000 marks. Then he said that the increase of debt could be reckoned as at least 2,000,000,000 more a month. As the last war loan was closed on Sept. 30 of last year, six months ago, and as the most that ever was hoped for it was to fund the floating debt that had been put out up to that time, it is a matter of easy calculation that since that loan was issued a floating debt aggregating at least 12,000,000,000 marks more has been incurred, and the probability is that it is considerably beyond that.

On the estimates most favorable to Germany, therefore, it is clear that her debt is now at least sixty-four milliards of marks. Her interest averages 5 per cent and at that rate her annual interest bill is now about three and a quarter billion marks. That is, Germany is now paying annually, in interest alone, two-thirds as much as her entire debt was before this war.

Before the war there was great opposition to new undertakings which involved less than the interest on this sum would be. A naval program which contemplated spending about 250,000,000 marks was spread over several years in deference to this protest against incurring such an enormous increase of debt. But Germany at that time was at the very zenith of her earning power. Her annual production was steadily increasing by marked advances. Her agriculture was very highly developed. Intensive cultivation had been carried to a high degree. In almost all crops German production was greater per unit of cultivation than that of any other of the larger agricultural countries. Germany was earning more than she ever had earned, or than it is likely she will earn again for half a century.

But now German production is at a minimum—that is, production which may rightfully be classified as increase of wealth. Germany is not earning today anything like she was three years ago. She is spending today, in sheer waste, with a prodigality far greater than was the frugality which marked her efforts before the war. For now the entire attention of the nation, its every energy and thought are devoted to this one problem of waste, and how to make it greater and faster than any of her enemies. It seems to be the theory that the nation which can waste itself fastest will win the wretched contest in the end.

So that if these figures are reasonably accurate, and if Germany's debt is only sixty-four billion marks, and her annual interest bill only three and a quarter billion marks, her annual earnings, out of which to pay that interest bill, have been reduced so much that it is exceedingly doubtful if they are sufficient for that purpose alone. It doesn't make any difference what subterfuge is attempted to make the people think that the payment is being taken care of in an easy way, or whether the interest is paid by taxes, current revenues, or how, in reality it comes right back to that one problem, does Germany now produce enough more than she is consuming to pay for annual interest?

Production of Waste, Not of Wealth

I asked Mr. Haverstein that question also. He answered it with a weary smile and the assurance that he estimated Germany's annual increase of wealth during the war at six milliards of marks. That was one of the most interesting and astounding statements made to me by any responsible man while I was in Germany. The President of the Reichsbank calmly tossed off a couple of milliards of marks for decreased production due to war conditions, and remarked that the remaining excess of production over consumption must be about six billion marks. Further conversation developed the interesting theory that the production of the enormous quantities of munitions and other supplies going out to the various "fronts" was included in this estimate. The fact that this production was of waste and not of wealth was not permitted to interfere with the argument advanced by Mr. Haverstein. It was necessary for Germany's purpose to show that she was able to meet her annual interest payments. There must be a surplus, and so there was a surplus.

Mr. Haverstein himself may have some reliable and accurate figures on the production of Germany today—the real production, that is not destined to the battfield waste and the scrapheap of nations. If there are any such figures they are consulted only by the inmost circle of the inside men, and under circumstances of the utmost confidence. For they can hardly be figures that it would do to permit the general public to study.

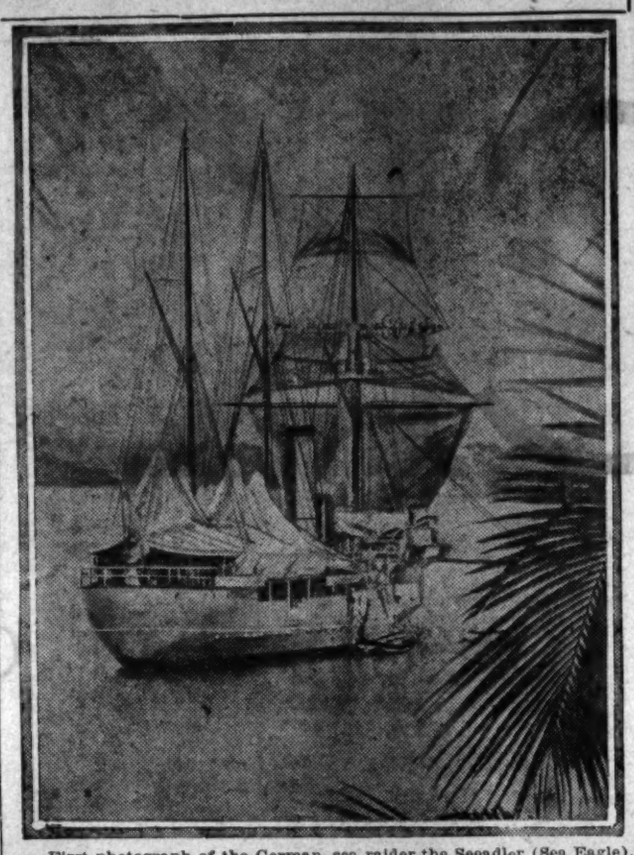
Estimates have been given to me, however, by men who were in position to secure as authentic and accurate information as any persons not in the inside circle could obtain, to the effect that besides the amount of debt shown in the figures given me by Mr. Haverstein there is a floating debt of between thirteen and fifteen milliards of marks to be taken care of. It is represented that the different war loans have not sufficed to take up the floating debt at the various times of issue, and that this additional thirteen or fifteen billions is made up of such sums.

It may very well be that the ground for Germany's obvious anxiety for peace is to be found in this loan situation. For if this report is well founded Germany's debt today is already at the 80,000,000,000 stage, and the point described by Haverstein himself as meaning smash is in sight. Under the Hindenburg order for a production of guns, munitions, and other supplies limited only by Germany's labor and mill capacity, it is evident that the waste will be much more rapid this year than it was last year under the more cautious and conservative Falkenhayn. But under Falkenhayn the debt went leaping up by 2,000,000,000 a month, and even at that comparatively conservative rate the 20,000,000,000 remaining between this estimate and the limit yet set by Haverstein would be eaten up before another Winter campaign was well under way.

"Oh, but when it comes to that," certain excessively loyal Germans say, "there is always confiscation."

But is there? Confiscation in the exuberance of fiery enthusiasm at the outbreak of the war, or following some great achievement or some glorious victory, is one thing, but confiscation at the end of a long, hard Winter of desperate hardship bordering closely upon starvation, upon a series of disappointments, and of losses, is a very different matter.

German Raider, the Sea Eagle



First photograph of the German sea raider the Seeadler (Sea Eagle). The Sea Eagle recently sank eleven vessels in the South Atlantic. Two hundred and eighty-five survivors were landed at Rio Janeiro by the French bark Cambronne. The Sea Eagle is a square rigged, three masted schooner of about 2,800 tons, with a speed of twelve knots per hour. She has a powerful wireless plant concealed in her rigging. Her armament consists of two 105-millimeter guns and sixteen machine-guns, all carefully concealed from view.

Root Sees Great Russia, But Warns Of Intrigues

New Rulers Giving Lie To Autocratic Ideas; Says There Will Be Efforts to Paralyse Democracy

New York, April 24.—Elihu Root, who has been mentioned as the head of an American Commission to Russia, in a letter read yesterday afternoon at a meeting of the National Institute of Arts and Letters in the Hudson Theater, warned of coming trials for the new Government of Russia and of the "turbulent and untrained spirits within and sinister and corrupt intrigues from without that will seek to paralyse the power of Russia." But he prophesied that "she will not divide or be led astray."

The meeting, called to send a fraternal message to the men of letters and artists of Russia, was attended by a noteworthy gathering of writers, painters sculptors, mucisians and architects. Practically every society of the liberal arts in the city and most of those of national scope had co-operate with the institute in arranging the meeting. President Rutler of Columbia University was the principal speaker. Augustus Thomas presided.

Mr. Root, in his letter, after congratulating the writers and artists of Russia, who for long years had been denied the opportunity for expression, said that now theirs was the duty of guiding wisely their free Government. He warned against the forces within and without that "will encourage dissension and seek to destroy the new Government by creating dissensions, divisions and controversies which will paralyse the power of the nation.

'Giving the Lie to Autocracy'

"Russia will not divide or be led astray, because the unity and stability of a forward-moving purpose will be hers," he went on. "She will not fight her battle with her own self alone. She is one of a great company of free peoples who are giving the lie all over the world to the false dogmas of autocracy, and are proving the capacity of humble men to rule themselves with self-control and justice and respect for law, and to maintain their freedom with the power of union.

"Russia will not swing idly in an eddy, but will move with the world stream, impelled by that mighty and irresistible force which urges on the development of thought in our time to the destruction of all autocratic government and the creation of universal democracy."

"We must remember the lessons of history and not let our enthusiasm outrun our judgment," said President Butler. "The revolution has just begun, and there are many possibilities of delays and difficulties. We must not expect Russia to do at once what it has taken England and America and France centuries to accomplish.

Self-Discipline Is Needed

"One of the great lessons we are to tell them, if they look us in the face, is that liberty does not mean license, but discipline. No nation, whether Latin or Slav, Anglo-Saxon or Teuton, will ever be free until it has disciplined itself. Let them not make the mistake of those in the past who believed that a revolution was effected by a simple turn of the wheel.

"We watch the daily movements of those magnificent armies which stand between America and her foes on the western front, but the future of Europe and perhaps of humanity is being worked out on the Neva and Volga. If Russia's new found political power stands firm against the temptations to which it is certainly exposed, the end of this war for liberty is in sight. But if Russia gives way and the east is opened to those who have views different from ours, the war may last until every head in this room is gray. On free, on democratic Russia depends the success of this war."

George Kennan, Russian traveller, was the only other speaker.

A message of congratulation to the writers and artists of Russia was unanimously adopted by the meeting and signed by all present.

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For all milk purposes

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excels dairy milk and is cheaper in use.

Always ready Always pure

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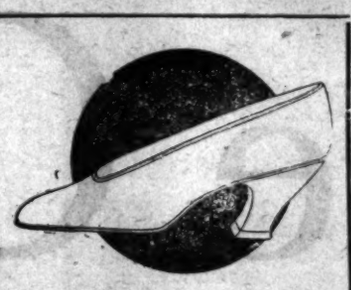

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WALK-OVER SHOE STORE

Don't let this week pass without having your feet fitted to a pair of

WALK-OVER SUMMER SHOES

We can fit you now, so you had better take advantage of the opportunity to be fitted while we have your size.

"First come: first served"

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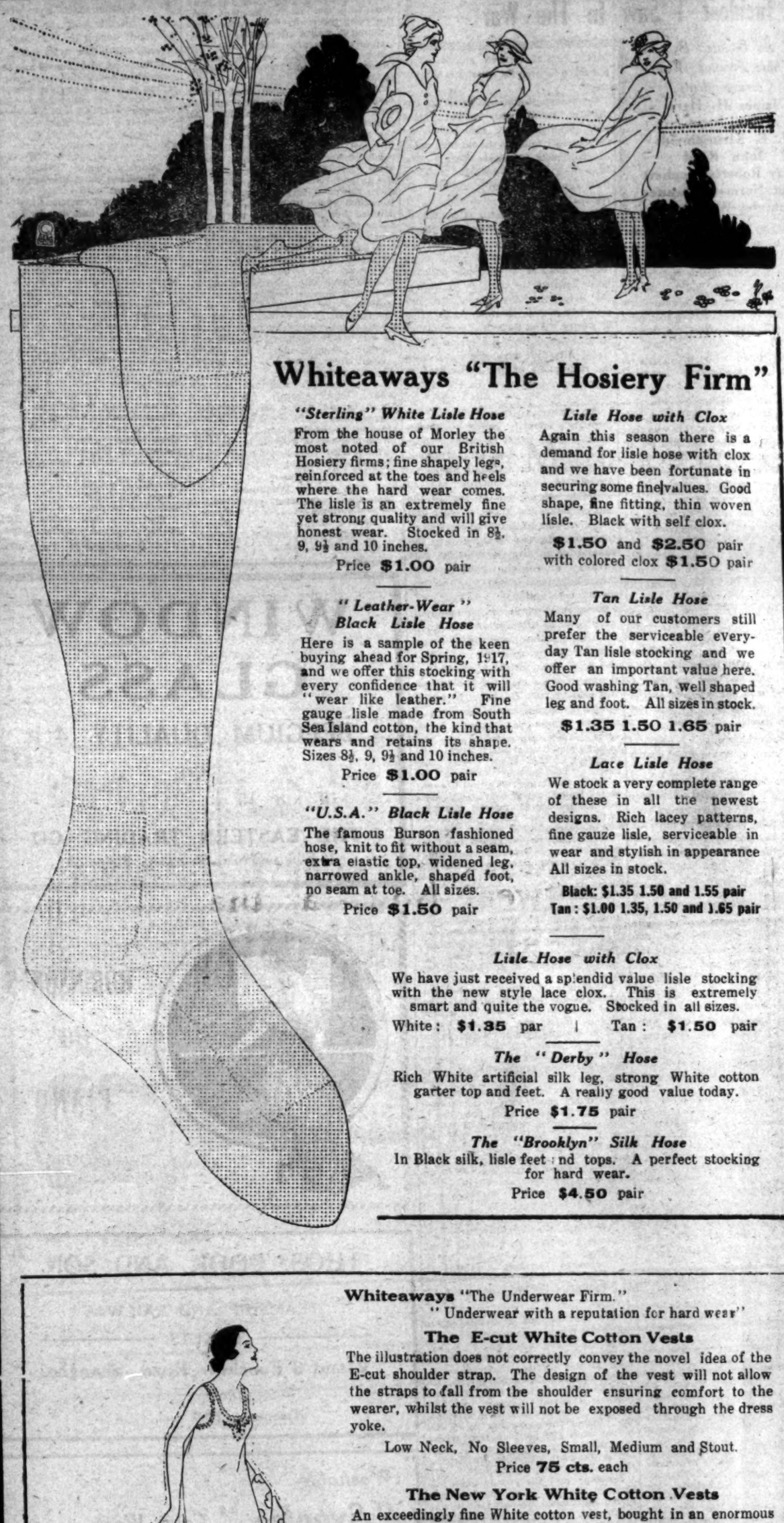

Whiteaways "The Hosiery Firm"

"Sterling" White Lisle Hose

From the house of Morley the most noted of our British Hosiery firms; fine shapely legs, reinforced at the toes and heels where the hard wear comes. The lisle is an extremely fine yet strong quality and will give honest wear. Stocked in 8½, 9, 9½ and 10 inches.

Price **$1.00** pair

"Leather-Wear" Black Lisle Hose

Here is a sample of the keen buying ahead for Spring, 1917, and we offer this stocking with every confidence that it will "wear like leather." Fine gauge lisle made from South Sea Island cotton, the kind that wears and retains its shape. Sizes 8½, 9, 9½ and 10 inches.

Price **$1.00** pair

"U.S.A." Black Lisle Hose

The famous Burson fashioned hose, knit to fit without a seam, extra elastic top, widened leg, narrowed ankle, shaped foot, no seam at toe. All sizes.

Price **$1.50** pair

Lisle Hose with Clox

Again this season there is a demand for lisle hose with clox and we have been fortunate in securing some fine values. Good shape, fine fitting, thin woven lisle. Black with self clox.

$1.50 and **$2.50** pair
with colored clox **$1.50** pair

Tan Lisle Hose

Many of our customers still prefer the serviceable every-day Tan lisle stocking and we offer an important value here. Good washing Tan, well shaped leg and foot. All sizes in stock.

$1.35 1.50 1.65 pair

Lace Lisle Hose

We stock a very complete range of these in all the newest designs. Rich lacey patterns, fine gauze lisle, serviceable in wear and stylish in appearance All sizes in stock.

Black: $1.35 1.50 and 1.55 pair
Tan: $1.00 1.35, 1.50 and 1.65 pair

Lisle Hose with Clox

We have just received a splendid value lisle stocking with the new style lace clox. This is extremely smart and quite the vogue. Stocked in all sizes.

White: **$1.35** par | Tan: **$1.50** pair

The "Derby" Hose

Rich White artificial silk leg, strong White cotton garter top and feet. A really good value today.

Price **$1.75** pair

The "Brooklyn" Silk Hose

In Black silk, lisle feet and tops. A perfect stocking for hard wear.

Price **$4.50** pair

Whiteaways "The Underwear Firm."
"Underwear with a reputation for hard wear"

The E-cut White Cotton Vests

The illustration does not correctly convey the novel idea of the E-cut shoulder strap. The design of the vest will not allow the straps to fall from the shoulder ensuring comfort to the wearer, whilst the vest will not be exposed through the dress yoke.

Low Neck, No Sleeves, Small, Medium and Stout.
Price **75 cts.** each

The New York White Cotton Vests

An exceedingly fine White cotton vest, bought in an enormous quantity to secure this big value. We have over 3,000 in stock today and are confident the value will appeal to all our lady customers.

Low Neck, No Sleeves. Fine draw tape at neck.
Small, Medium and Stout.

Price **65 cts.** each

Ladies' Fine India Gauge Vests. Just Unpacked

No. 2044. Low Neck Short Sleeves Women size only **$1.25** each
No. 4044. Low Neck No Sleeves Large Womens only **$1.25** each
No. 6344. Low Neck Short Sleeves Womens size only **$1.00** each
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Our New Sunshades Were Unpacked On Wednesday.

CALL IN AND SEE THEM THIS WEEK

"London's Latest for the Shanghai Smart Set"

FURTHER SHIPMENTS OF

Ribbons Underwear Laces Hosiery Haberdashery Shoes

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NOW IS THE TIME FOR YOUR WHITE SHOES

Queen Quality. White Arabian Cloth Pump Covered Cuban Heel, Light Weight Sole and round Toe.

Price **$10.50** per pair

White Arabian Cloth, one Bar Walking Shoe, Cuban Heel, the latest model from the Queen Quality Factory.

Price **$10.50** per pair

Stylish Button Boot, White Arabian Cloth, Medium weight sole, Cuban heel, Queen Quality.

Price **$12.50** per pair

Ladies' White Lace Boot, leather Louis heel, smart toe. Ideal for walking. Queen Quality.

Price **$13.50** per pair

"Coming Fashions are Current Fashions at Whiteaway's"

Sunshades of Distinction

They reflect good taste.

These are all single novelties in the better qualities and we advise a second choice should you order by post. We expect a speedy clearance of these this week.

Pretty Pink shade with Black and White Silk Stripes let in, in contrast. Plain knob handle
Price **$17.50**

White Silk Sunshade with dainty Chene Silk Border in V. Rose. Flat knob handle
Price **$10.50**

White Silk Sunshade with pretty spot border, a novelty. Plain Handle
Price **$12.50**

Dainty Tussore Sunshade, with border of Chene Silk, Edged Black. Plain straight handle
Price **$6.50**

Novelty Black and White Silk Sunshade. Quite a bizarre effect. Black Handle with Military Loop.
Price **$14.50**

Charming Stripe Sunshade, with shot effect border. Plain Black handle with cord loop
Price **$12.50**

Pretty Blue Silk Sunshade, with two tone border of silk and chene. Plain style handle
Price $10.50

Saxe Blue narrow rib Japanese style silk shade with rich floral border to match. Plain Handle
Price $14.50

Navy Silk Shadee with dainty spot and moire border to match. Stained Handl
Price $12.50

New Cotton Floral Sunshade with rosebud centre and stripe border. Knot handle
Price $4.50

Over 100 to choose from and each one a novelty.

WHITEAWAY'S—The House that Specializes in the Goods that Everybody Needs all the Time

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The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

U.S. Has (G.) $75 Billions For War

Milton W. Harrison Of The American Bankers' Association Believes Americans Can Produce This Sum To Fight Germany

SEVENTY-FIVE billion dollars for war! This gigantic sum, overwhelming to the most active imagination, may yet be produced by the American people to crush Prussian militarism, should it require such a weight of wealth, according to Milton W. Harrison, Secretary of the Saving Bank Section of the American Bankers' Association. He believes the people of the United States can dig down and eventually pile up this treasure for war against Germany. To do it they would have only to show in proportion the stamina displayed by the British people. His conclusions make the Government's initial loan of $7,000,000,000 seem comparatively simple.

Mr. Harrison, in his official capacity, has devoted much time to study of the savings interests of the country. He considers what the people have saved in the past and estimates what they may be expected to do during the greatest crisis they ever have faced. He warns that the ability to loan money presupposes the money has been saved, and urges every man, woman, and child in the nation immediately to dispense with luxuries.

Many of the problems arising out of the Government's undertaking of huge war finance will be taken up for solution by the Executive Council of the American Bankers' Association, at its annual meeting at Briar Cliff Manor, in May. As a first step toward preparation, Mr. Harrison suggests that the bankers will put the full force of their organisation behind a nation-wide movement to save.

In 1864, Mr. Harrison points out, Senator Sumner stated in an address in the Senate:

"There is another field where the battle is bloodless, but scarcely less important. I mean the field of finance. If our pecuniary resources fail, it is doubtful if the army and navy must not fail also. But victory on the field would give triumphant strength and vigor to all the operations of the Government. There is no argument for the support of the army and navy, aye, Sir, for the actual support of the Lieutenant General of the United States now in the field at the head of our military forces, which at the moment is not equally applicable for the support of the Secretary of the Treasury at the head of our financial forces."

"Evidence of the truth of this statement has been given a multitude of times since Senator Sumner uttered the words," said Mr. Harrison. "The financial end of war-making is the real power. The question which confronts us at this moment is, indeed, the question of finance. The United States is well able to perform its part in the destruction of the present German Government. What resources have we, what available capital for financing the war have we, is interesting to analyze. Truly our bank resources are huge; we hold an amount of gold greater than that held by the rest of the world.

"The transition period between a peace basis and a war basis registers difficulties. The possible encroachment upon indutrial activity may ensue. There are only three ways by which the war in its initial stages may be adequately financed. It is ridiculous to assume that we can liquidate present securities in order to obtain capital for investment in war loans. Hence, the reduction of individual expenditure, the utilisation of surplus income and hoarded wealth are consequently the only available sources.

"Bank resources are $35,000,000,000. Of this, approximately $19,000,000,000 must be used for the extension of credit and for the movement of commerce and trade; $9,500,000,000 consists of savings and time deposits. In the large, these deposits are invested in the securities of railways, municipalities, public utilities, and loaned on real estate mortgages.

"The financial map of the United States shows the various parts of the country where these funds are. The per capita savings in New England is $260; in the Eastern States, $152; in the Southern States, $18; in the Middle Western States, $80; in the Western States, $42; in the Pacific States, $114, and for the whole country, $91. Compared with the per capita wealth, which is $2,000 a very small proportion would be available to the individual from his savings for the purpose of war loan, being only about 4½ per cent.

"Referring to the wealth and income of the people of th United States and extending Professor King's figures estimating such wealth and income, the annual income amounts to $50,000,000,000, which is 25 per cent of the national wealth and a per capita income of $500. It is estimated that it costs for bare necessities about $8 a week for each person, the total, approximating $42,000,000,000, leaving only $8,000,000,000 for luxuries and surplus.

"Dr. Eliot recently stated that our annual bill for luxuries, such as intoxicating liquors, tobacco, automobiles, confectionery, chewing gum, and so on, amounts to $5,300,000,000. This amount, deducted from the $8,000,000,000, would leave less than $3,000,000,000 from annual income for the current financing of industries, public utilities, municipalities, railroads, and other institutions. The normal amount saved in savings bank of the country is $1,000,000,000 a year. The amount of life insurance premiums a year is $700,000,000. Thus about $1,000,000,000 may be available from the annual income of the American people. The possibility of accumulations of the American people being available for the purpose of war finance seems slim."

However, Mr. Harrison said that, comparing the income of the American people with those of the British Isles, France, Russia, and Germany, a new aspect of the question arises as will be seen from the following table:

Country.	Wealth.	Income.	Debt.	Population.
United States.	$200,000,000,000	$50,000,000,000	$1,100,000,000	100,000,000
Per capita .	2,000	500	11	
British Isles..	85,000,000,000	13,000,000,000	19,000,000,000	42,000,000
Per capita.	2,024	309	452	
France	50,000,000,000	6,000,000,000	17,000,000,000	39600,000
Per capita..	1,263	152	429	
Russia	50,000,000,000	8,000,000,000	13,000,000,000	175,000,000
per capita..	284	46	74	
Germany	75,000,000,000	10,000,000,000	17,000,000,000	66,000,0
Per capita.	1,136	151	258	

"In the light of this comparison," he explained, "the possibilities of war finance in the United States are indeed remarkable. If Great Britain, with a per capita income of $309, can have a per capita debt $452, most certainly the United States, with a per capita income of $500 and a per capita debt of $11, could raise an equal proportion to that maintained by Great Britain. This would allow a $75,000,000,000 war debt of the United States.

"The comparison is valid when it is considered that the position of the two countries respecting their financing of allies is similar. Of course, it is to be assumed that the Government by act of Congress can issue such a debt only over a period of years. The individual American will assuredly see the desirability of reducing expenditures and eliminating luxuries so that he can do his 'bit' toward war finance. He will come to the aid of the Government, not only in subscribing to the limit, but will patriotically bear the burden of taxation.

"A certain proportion of the financing of the war, perhaps 33 1/3 per cent, may be borne by taxation. If it were necessary, one-third of the huge amount, or $25,000,000,000, could be raised during five years, or $5,000,000,000 per year of war through taxation. This would be only 10 per cent of annual income."

"There is no doubt," said Mr. Harrison, "that posterity should bear part of the burden, as was stated in a recent pamphlet on German war finance:

"The burden of fighting and suffering weighs heavily upon the present generation. Posterity will enjoy the fruits: security and the possibility of free and unhampered economic activities. It is but fair that the future generation is paying in blood and treasure. The cost of small colonial wars, such as occur in every generation, ought to be borne by the people who made them and profited by them, giving their successors a clean sheet to start all over again. During this world war the generation which has to bear the brunt of the fighting ought not to

(Continued on Page 11)

The Most Tragic Incident I Saw In The War

As Related By These Famous War Correspondents:

James H. Hare
Will Irwin
F. E. Kleinschmidt
John Reed
Mary Roberts Rinehart
Capt. Norman Thwaites
Stanley Washburn

Herewith is a symposium of the replies of famous war correspondents, a war photographer and an English army officer, to the question: "What was the most tragic incident you saw in the war?"

War correspondents repeatedly have called attention to the fact that in this, the greatest, most devastating and most deadly war of all times, seven-day battles on a thirty-mile front and with a million men engaged are only incidentals, terrific artillery or aerial combats are commonplace and the sudden obliteration of an entire army division a mere bagatelle. But to each trained eye-witness of all such tragedies some one particular episode stands forth, distinct and unforgettable, as the most dramatic incident of all his war experiences; and these episodes, related by seven of the writers whose names appear at the right, are herein set forth.

By Mary Roberts Rinehart

(Novelist, playwright; said to have been the first American correspondent, regardless of sex, to reach the front at outbreak of war)

THE most dramatic thing I saw at the war was a terrified and rather dazed correspondent, exactly half way between the hostile trenches in No-Man's Land.

I was the correspondent.

Now, I know that the usual idea of a war correspondent is of a cool-eyed individual who is as handy with a gun as a fountain pen and who never makes notes in his note book with hands so shaky that he cannot read those notes later on.

Alas! I have some ten pages of notes made at vairous imes that I shall never be able to decipher!

The truth about that No-Man's Land excursion is this: I was offered a chance one night to go into the forbidden strip. How far was not specified.

I should, I think, have been quite satisfied with ten feet on a dark night, preferably rainy. But the Belgian officer kept on and on, and I am a proud person and ashamed to say when I am scared. So we walked and walked and walked. And stood still when fusees flared overhead—all but my teeth, which are my own, but which behaved abominably. And prepared to lie flat when the snipers began, because there was a full moon as well as fusees.

And now and then the officer asked me if I was frightened, and I shook my head "No," because I could not speak.

It was no comfort to me to know that I was getting a good story. I felt that it was all a mistake, and that I should never have gone to the war at all. And I felt, too, that the Belgian officer was intent on suicide, but that life was still dear to me.

And still we went on.

Before I knew it the German trenches were in plain view, only six hundred feet away. Now, six hundred feet is a good bit of ground to pay taxes on, but a mere bagetelle to a German who has been reared with a rifle instead of a nursing bottle, especially in a strip of territory which is considerably flatter than the palm of a hand and has not so much as a bush by way of shelter.

I fell once, going flat. I was quite certain I had been shot, because one is supposed never to hear the gun that does the damage.

It was horribly still. East and west there was desultory firing, but there was nothing here—except the fusees, which hung over us constantly. The Belgian officer observed, in a low tone, that they were watching us! As my French had left me twenty feet in front of the barbed wire, and, as he knew no English, I replied in atrocious German, which he spoke well.

I have always thought it rather amusing that our whispers, from that time on, were in German!

Then at last we reached the outpost. And I stood behind the shattered wall of a tower and tried to forget that I would have to go back again over that terrible strip of land.

It was there, at that outpost, that I met the bravest man I saw at the war. He came down out of that ruined tower by a rope ladder, and was, I am sure, more astounded by seeing a woman below than he would have been by anything short of the Kaiser with a white flag.

Day after day this observer, who had been a priest, who was still a priest, although he wore a soldier's uniform stayed in his lookout with a telephone wire connecting him with the batteries behind. Morning and evening the Germans had shelled his tower until there now remained of it nothing but two sides and those filled with great holes. Of the church there was nothing left but a heap of stone and plaster. Up what had once been the rear of the tower was a rope ladder. All around was the stench of death.

He was a little man, with a matter of fact manner and a cheerful smile. Now and then around the base of his tower there was hand to hand fighting. He came down at night when it was all over and buried the dead, and, true to his faith, he put up a wooden cross over each grave.

There was no hope for him, none whatever. He held, alone, the most advanced post in what was left of Belgium. In front of him crouched a savage and ruthless enemy, using every resource to destroy him. Behind him was the weary army of his countrymen, a fragment, even if a glorious one.

He was, I think, Belgian.

We left him there, watching him as he climbed his rope ladder to his vigil above the little wooden crosses left to him, to his prayers and his telephone and his death, which was inevitable—left him there in the Shadow Land between life and death, in that border where to set foot is to face eternity and to remain is to meet it.

Standing there in the moonlight on that sad and blood-stained fragment that was once the Field of the Cloth of Gold, I am not ashamed to say that I too said a prayer. German or Belgian, French or English, this was that holy place where men had died for an ideal, were indeed dying then.

For as we started back in the moonlight, heavy artillery firing commenced east and west of us.

So we left the soldier-priest to his shadow-land, and his telephone and his prayers. And, a trifle cold in the spine, for it is hard to turn one's back to a hostile gun, set out on the return trip. And a cat that had once caught mice in the church and was now an animated skeleton, but black—which is a lucky sign—went with us and brought us safely through.

By Will Irwin

(New York novelist and war correspondent who has reported hostilities on the Belgian, French and Italian fronts)

THE most dramatic thing I saw in the war was a very quiet drama after all.

Easter Monday of last year found me far up in the Alps with a regiment of Italian Alpini. Headquarters was at a settlement of goatherd huts far up toward the glacier; above us were the peaks, the glacier and the snow-trenches where the men were living like Esquimaux. There had been a thaw that day, which started the avalanches, and all transport had been stopped; so I remained at headquarters. There I made the acquaintance of a sergeant, a telephone operator, who acted also as interpreter. He had lived in Chicago from the time he was eight years old until the outbreak of the war, and he was pathetically homesick for the only real home he knew. The one thing I could do for him, when I got back to Rome, he told me, was to send him the Chicago Tribune. He wanted especially to know just how the White Sox came out the season before!

That day at luncheon came the news that a lieutenant out on the glacier had been shot through the lung and probably fatally wounded. Also, some of the Italian American soldiers told me that an Austrian deserter was coming down. Just after luncheon the deserter appeared—a great hulk of a man in a white unifrom. I noted that, unlike most deserters, who are very glad to get away, he seemed ill at ease. I talked him over in English with the lieutenant who was my guide.

Suddenly he turned on me, and said in perfect Americanese: "What are you doing up here?" I explained. "And why are you here?" I asked. "Because I am a——fool!" he replied. He went on to say that he had lived for sixteen years in Pittsburg, where he had a family, that he had neglected to get naturalised, that the war had caught him in Austria visiting his mother, that he had been nabbed for the army, and had been waiting his chance to get away—for he was homesick for Pittsburgh. He asked me, especially if I thought he would be allowed to go home now that he had deserted.

He was led away by the guard; and my friend the Italian lieutenant turned and cursed him roundly. "What's that for?" I asked. "It's because one of the finest young officers we have has given his life for that deserter!" said the lieutenant. Then he explained. Up on the glacier there are no communicating trenches. Men get in and out by taking advantage of the weather.

That morning a mist had settled down on the glaciers, and the lieutenant had taken that occasion to get the deserter back to camp. Just after they started, a rift blew in the mist making them a perfect target. The Austrians turned a machine gun on them. The sergeant who accompanied them was killed, the lieutenant fatally wounded, and the only one who escaped was the deserter. Hence the feelings of my friend the lieutenant.

I started back to my quarters. As I passed the little hut which was the Colonel's office, I glanced in through the window. The homesick Austrian from Pittsburgh was being questioned for military information—by the homesick Italian from Chicago!

By John Reed

(Former World war correspondent with Villa in Mexico, has reported hostilities from the German, Russian, and Balkan fronts)

I HAVE been under fire in the trenches, night and day; I have seen men die in battle, and men go mad; I have been a spectator of the great Russian retreat. But for sheer drama nothing in my experience compares with Goutchevo Mountain, in Servia, five months after the fighting there.

Goutchevo Mountain towers up, imperially robed with verdure, more than three thousand feet above the surrounding hills; in the old days called by the Turks "Eminove Vode"—"The Waters of Emin"—because from it pour the springs that water all the region.

It was on the summit of Goutchevo that the Austrians entrenched themselves at the second invasion of Servia; and it was up the steep eastern slope of the mountain that the Serbs climbed, in the face of withering fire, until they were also entrenched on the summit, in the dead of winter. And there was fought that strange battle above the clouds which lasted fifty-four days, and ended with the retirement of the Serbs because they were outflanked in the valley below.

We started on horseback, passing through silent, empty villages, smothered in plum blossoms, whose inhabitants were dead of the typhus. At the foot of the mountain proper we dismounted, and finally had to scramble zigzag up the face of the cliff on hands and knees, so steep and rough it was. Yet the whole side of the mountain was scarred by the passage of an army, and deeper ruts showed where the cannon were dragged up—one hundred and twenty men to each gun.

Near the summit of the mountain were rows of little mud-caves where the army had lived; and the trees were snapped off lower and lower until on the very crest all that was left of the forest was a clump of low stumps, shredded by rifle fire. On the top of Goutchevo Mountain the trenches of the two armies lay twenty yards apart, pitted with mine craters and troughs made by artillery belching in the faces of the enemy sixty feet away. The ground between the trenches was hummocky and uneven; as we walked on it our feet sank through into awful masses of putrefaction, crawling with maggots—it was one vast heap of rotting dead!

Occasionally a withered hand or foot, with bits of flesh and cloth clinging to it, stuck grotesquely from the ground. Once we came upon two skeletons, one in the faded tatters of a Servian uniform, the other wearing an Austrian kepi, locked in a furious embrace; and though they were five months dead, we could not separate them. Vultures wheeled in lazy circles high up against the blue; wild dogs howled ghoulishly at the edge of the woods.

For ten miles these trenches ran parallel along the crest of Goutchevo, three thousand feet above the valley; for ten miles the unburied dead covered the ground many deep. Spring, like green flame, ran gloriously over the land. The birds sang, flowers came out, bees hummed in the plum blossoms.

I thought of the springs that watered all the region—what poison they carried down from high Goutchevo to thirsty wounded men, to gaunt women and children, the few that were left. To the river Drina it ran, the river Sava, the great river Danube, mother of millions who drink her . . . whole races of men polluted by the field of Goutchevo mountain.

By Capt. Norman Thwaites

(Formerly of New York World Staff, officer in Fourth (Royal Irish) Dragoons, severely wounded in Belgian frontier battles, received decoration British Military Cross)

IT was near Neuf Becquin that we met Joan Audran. For twenty-four hours she was a constant topic of conversation among the men. Our part of the line was rather shaky, having been heavily shelled since daybreak. About noon orders reached us that we were to stiffen the front line. For this purpose a cavalry brigade was dismounted. We dismounted in sections, the number threes leading away the horses while the men doubled across the stubble and dropped into a ditch by the roadside under an increasing rifle and machine gun fire.

Suddenly up the road came a bicyclist making good time. As the figure approached we saw that it was a slim girl, her hair waving about her shapely head and a basket swinging from her handle bars. She passed us with a smile and a waving of her hand as the men stood out of the ditch and cheered.

A moment later and the fire became hotter chiefly in the direction in which the girl had disappeared. Presently we too came under a hot shell fire. Orders came to move. Two hundred yards further along the road we found comparative peace, but only for ten minutes and then a tornado broke loose. Again we moved, and again we were located. Fresh orders arrived. We were to reinforce the shattered line on our left. As we shifted our position a cloud of gray figures rose from our front and in short dashes, but in perfect alignment, came irresistibly toward us.

"Don't waste ammunition! . . . Mark your man. . . . Hold your fire. . . . Half left at three hundred yards." The orders followed in rapid succession. Then came the order for "five rounds rapid." The rifles rang out. "Let 'em have it. Independent fire."

The advancing enemy checked. A second later and they began to slink back to cover. The attack was repulsed.

We waited. The sun, hitherto distressingly hot, began to wane and twilight fell with welcome speed. Away down the road a column of khaki could be seen approaching. The relief! Halt an hour later the word came to retire. At this moment along the road came a little procession. Leading it was a girl with a wounded soldier on one arm while with the other she pushed a battered bicycle. Other wounded French soldiers followed.

The girl smiled with happy pride upon the youth at her side and our men ran forward to help her. An overcoat with a rifle pushed through the sleeves made a tolerable stretcher. The girl, with a grateful smile, surrendered her charge and then, with a word of thanks, slipped in a heap to the ground. Beneath her radiant hair there flowed a tiny stream of blood. Wounded early in her ride, she had fulfilled her mission of mercy and taken food to her brother and brought him out of the fight when injured.

A staff officer came striding down the road. With curt orders he cleared the crowd from around the girl. He stooped over the recumbent figure. With deft fingers he tore open the sleeves of her blouse. From beneath the material he drew forth two square pieces of colored bunting, each furnished with a collapsible rod attached with elastic to her shoulder. The officers present drew forward in amazement. Signalling flags!

In regimental orders that night we read: "Joan Audran, alias Freda Nagel, caught within the British and French lines while engaged in giving aid and information to the enemy under pretense of visiting her brother, will be tried by court-martial at 10 o'clock on the morning of the fifth."

By Stanley Washburn

(American newspaper correspondent and military observer with Russian armies; author of "The Russian Advance," "Victory in Defeat," &c.)

THE most dramatic and tragic situation that I have ever seen, either in this war or any other, developed during the last days in the defense of Warsaw when the Russians, outnumbered, ill-equipped and short of guns and ammunition, were frantically trying to hold on to their positions on the Narev and other lines defending Warsaw.

Only now when the truth about conditions in Russia is becoming known is it possible for the world-at-large to realise what these last days in Warsaw meant. Everybody that the Russians could muster with arms was thrown onto this front. Day after day new formations kept coming against them, and day by day the capacity to meet the tornadoes of German shells was decreasing.

I had been on the Narev line for hours toward the last of July, 1915, when the Russian guns became almost silent for want of shells. With the steady monotony of clockwork, huge German shells were blowing the Russian positions into fragments. I saw caissons coming up from the steel head twenty miles in the Russian rear, the six horses at a dead gallop, their sides white with lather and the blood dripping from their nostrils, that the few shells that arrived from hour to hour might be fed to the starving guns hanging on to their shrapnel-swept positions at the front.

The arrival of each fresh supply of ammunition meant twenty more minutes of fire, and then again the long pause until a new supply might come up. The intervals between the arrivals of shells became longer and longer, and finally one saw the loaded cases not at all.

Then, at a time when a field gun, properly served, would have been

(Continued on Page 12)

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Bringing Up Father — By George McManus

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I'M SORRY MUM BUT THERE ISNT A THING TO EAT IN THE HOUSE
SORRY DEAR THE MAID HASN'T ANY BREAKFAST FOR YOU-
I WON'T GIT INDIGESTION FROM THAT-
YOU'LL HAVE TO BE SATISFIED WITH A KISS FOR BREAKFAST-
ALL RIGHT BRING HER IN!!
CONTROL YOURSELF- MAGGIE!!!
GEO MCMANUS

Love, Home and Table Topics By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the Leisure Hour

Shipbuilding In Canada

The exigencies of war, it now seems assured, are to develop an industry in the seaports of Canada which will utilise, more fully than they ever have been utilised in times of peace, the vast latent resources of mine and forest. This industry is the building, for immediate use, of ships to be operated as auxiliaries of the British merchant marine. With the announcement that contracts have already been awarded for vessels the cost of which will be upwards of $60,000,000, and that, within a short time, large additional orders are to be placed with Canadian builders, those citizens of the Dominion who have long urged the firmer establishment of the shipbuilding industry, as a means of marketing the great quantities of steel-producing ores, and because of the impetus which the industry lends to other commercial and industrial enterprises in seaport cities, have reason to feel encouraged.

The fostering of the shipbuilding industry has, it appears, been an issue on which the present Premier disagreed with his predecessor, Sir Wilfrid Laurier. Now, it is announced Premier Borden has acknowledged not only the necessity, but the feasibility, of promoting the industry, in both Atlantic and Pacific ports. The Laurier naval policy was to encourage the building of a merchant marine, and Liberals now insist that if this program had been adhered to, during the last five years, there would not be the necessity for the haste which is now urged in the emergency created by war.

But the war has made many things possible that were regarded as impossible before. Sir Robert Borden not long ago gave it as his opinion, according to those claiming ability to quote him verbatim on the subject of shipbuilding, that "nothing of an efficient character could be built up within a quarter or perhaps half a century." And yet Mr. Currie, representing North Simcoe, Ontario, himself a Conservative, is said to have stated, quite recently, that within his riding there is a shipyard in which vessels exceeding 500 feet in length, or approaching the length of a dreadnought, have been built, and, as an instance of the facilities possessed by this yard, he stated that a 22-knot ship 375 feet in length was laid down in June and launched in November. It is his opinion that Canadian shipyards are capable of building large ships, and many of them.

The conclusive proof of Canada's ability to rise quickly and efficiently to a successful solution of the economic problem presented in the present emergency will be the results achieved. That there will be results, and gratifying results, seems assured. How important the Dominion's contribution to the needed facilities will be, considering the great need now existing, cannot be foretold. That every man behind the project will do all in his power, there is little doubt. Canada has shown, in the last few years, her ability to meet great emergencies forcefully and effectively.

U. S. Has (G.) $75 Billions For War

(Continued from Page 10)

be saddled with any burdens it can be saved from.

"Its finance ought to be shaped from that point of view: to provide the nation with all the necessities of living and fighting, while the war goes on, without sacrificing future resources. War means destruction of lives and material. Whether the soldiers who lose their lives have drawn their wages from money raised by loans, and whether the material destroyed has been paid with borrowed money, is not the chief point at issue after war has once started.

"The chief object of sound finance is to diminish the loss of lives directly and to restrict the destruction of material goods to a possible minimum. War finance, which can save the strength of the fighting nation, and which does increase its material resources, is sound. Little would be gained by making the immediate burden heavier for the sake of producing an improved financial balance sheet. No power on earth has adhered to these principles more systematically than England has in times gone by.

"There is no need of contemplation upon any condition in this country such as will obtain in the European countries after the war," said Mr. Harrison. "The huge interest charges and amounts toward sinking fund for the ultimate payment of loans doubtless will not be a problem of ours. We have had notorious trouble, largely on account of the reluctance of Congress to pay off even the debt contracted by the civil war. Our ability to pay is manifestly certain. We could in short order get rid of $1,000,000,000 or more Government obligations through an extra tax. It would, in fact, be merely 2.2 per cent of one year's income.

"The Annalist stated recently:

"None of the nations at war has raised as much as $5,000,000,000 of actual new money at any one time, but none of the nations previously engaged in the struggle has been in as good a position as the United States to float a national loan. None of them is as rich as this country; we have been adding greatly to our resources while they have been drawing on theirs. The ease with which this country can raise $5,000,000,000 will be a revelation to our enemies and a surprise even to our own bankers, who, despite the wonderful showing made by some of the nations long at war, do not yet realise the enoromus financial power of the United States.

"It is hardly realised," continued Mr. Harrison, "that in New York City there are resources in fifty-nine savings banks amounting to more than $1,500,000,000, and only one-third of the people have savings accounts. No particular effort has ever been made by these New York banks to promote saving on the part of the people. Consequently, if a real effort were made, with the added stimulus of patriotism, I dare say that another $1,500,000,000 could be raised in a relatively short time.

"New York City is notoriously spend-thrifty and the curbing of expenditure, the elimination of waste, would add tremendously to accumulation available for war finance. This is merely an example of what it may be possible to accomplish.

"When the Government was seeking $1,000,000,000 for the financing of the civil war it looked to Jay Cooke, as general subscription agent of the Government loan, to secure the funds from the pockets of the people. Needless to state, the amount was raised. Surely, if in a short space of time the British War Loan Committee could raise $500,000,000 in Glasgow, much more could be obtained in any of the large cities of this country.

"If some one had suggested in August, 1914, that the British Government make a loan of $5,000,000,000, it would have been impossible of consideration. It was almost three years before it realised that it was possible. In this country Congress had hardly been called for extra session before $7,000,000,000 was thought of as an initial loan. Yet it created very little stir in financial circles. Bankers without hesitancy approved it; it was a matter of mere passing interest, of every-day business—a necessity.

"Is there any definite cause for such an attitude? It is because of our tremendous wealth? Is it because we are confident of tackling any proposition so long as it is big? Or is there a more substantial reason? Perhaps we will find out in time to come that the wise men who are efficiently managing the business of the nation realise the necessity of maintaining international equilibrium. Then, too, it does not take any great degree of analysis to find out that the war account of the United States justifies such an attitude.

"The difference between the curve of the normal increase in income and the sharp rise of the war increase in income would readily prove that profits have been huge. Hence, it may mean very little to this country to borrow, in the first instance, such a great amount. It is easy to see that our loyal bankers will co-operate to the limit of their ability and the wholesale distribution of war loan securities will be of little significance.

"In the second place, patriotic American citizens will, without the shadow of a doubt, take up the securities when they are distributed. This, too, without the necessity of withdrawing funds from savings banks or liquidating their present holdings of securities.

"With an incentive born in patriotism, the American public will save to a greater extent than ever before. It will conserve, it will economise, it will use every effort in order to bring its gigantic resources to the support of the Government. The American Bankers' Association, which is composed of 16,500 banking institutions, has an organisation for the promotion of thrift which is efficient and effective. It is of fundamental importance that every citizen observe this fact: that patriotism begins with the saving of money, and that hearty co-operation is desirable to the success of the financial measures that will be presented."

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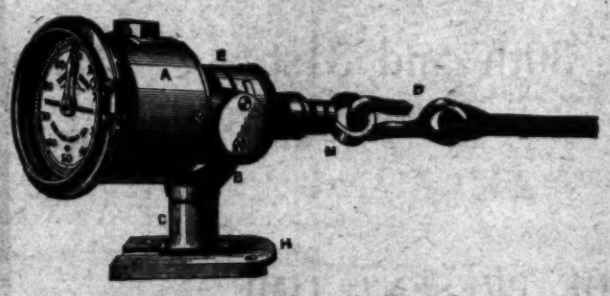

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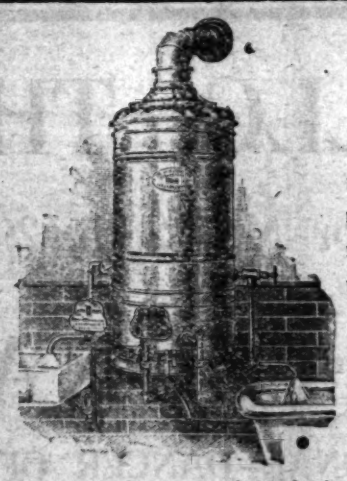

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3, NANKING ROAD

The Most Tragic Incident I Saw In The War

(Continued from Page 10)

worth its weight in gold, I saw battery after battery limber up and drag wearily to the rear—not a round of ammunition left to fire. Three hours later the Siberian infantry, gray with dust and fatigue, most of the soldiers in bloody bandages, came slowly back over the Vistula, their numbers decimated and their small-arm ammunition gone.

That night Warsaw fell.

The Germans announced that the capital of Poland was carried by the assault of their infantry. We who were there and saw it know that it fell because there literally was nothing left to fight with.

For the United States this incident presents a stirring object lesson. If the pacifist and other organisations that circulated petitions against preparedness could have seen the seventy battlefields that I have seen, strewn with dead and wounded, slaughtered because an irresponsible government had not given its sons weapons with which to fight, these same star-gazing individuals would have discarded their petitions and gone to their Congressmen and Senators and forced them to pass measures that would at least give the youth of this country a fighting chance.

I was in one battle this summer where the Russians lost thirty thousand in two days, due largely to lack of aeroplanes.

By F. E. Kleinschmidt

(Former Artic explorer and lecturer, later with German armies under Von Hindenburg)

WHAT was the most dramatic incident I saw in the war?" It is a very difficult question to answer. The average war correspondent, waiting at War Press headquarters for an opportunity to be taken perhaps once a month under military escort, to a certain sector or front where a battle has been fought, or position or fortress has been taken, usually gets there after everything is over. For no nation allows a war correspondent to go there as long as the issue is in doubt.

I was in one battle this summer continuously on the front, moving and camping with the armies direct on the firing line of the Russian front, in the Balkans and on the Italian front. I have witnessed hundreds of dramatic incidents, such as aerial combats, with sensational thrills that defy the imagination. I have flown myself over the enemies' lines, attacked by fifty guns. I have seen bayonet charges and counter charges. I have even photographed men getting shot within twenty feet of me.

As one great dramatic spectacle, I witnessed the great fourth Isonzo battle on the Doberdo Plateau—as bloody a battle as either the Verdun or Somme battles. I have seen individual heroism of friend and foe and life and death struggles of men and beasts that pen can scarcely describe.

Imagine one incident: At the head of a column of cavalry, we swam the river Bug in Russia and were the first to enter the fortress and City of Brest-Litowsk in Russia. A beautiful city of 60,000 inhabitants, it was a single sea of flames—not a human being left in the whole city. Hotels, private residences, business blocks and municipal buildings all in flames. The smoke transforming daylight into night. The Russians, trying to duplicate the strategy used against Napoleon in 1812, had evacuated the city, driven the inhabitants into the interior of Russia and then the last Cossacks had put the torch to it so as to leave no shelter or sustenance for the pursuing enemy. The houses almost cried out to you to help them and stay the flames.

On the road between Brest-Litowsk and Pinsk we caught up with these poor homeless evacuated people with their ox-carts, wagons, belongings and wives and children. The vanguard of the armies with which I travelled was shelling the rearguard of the Russians, and these in turn were shelling our vanguard. These poor innocent people caught in the zone of war between the contending armies received shell fire from both. Men, women, children and animals, one dreadful mass of maimed, bleeding, writhing bodies. The screams of the women and children: "Bushy moy! Bushy moy!" (My God! My God!) will ring in my ears to my dying day. I saw one woman with a baby two days old. I saw a battalion of 857 Bersaglieri decimated in thirty-five minutes on the slopes of the St. Michele, only fifteen men left alive, and eight of them badly wounded.

Such dramatic incidents very naturally stand out in bold relief in one's mind, yet they impress only one side, the horrible side of the war to my mind.

I have seen also hundreds of dramatic incidents of deeds of kindness of humanity, unselfishness and self-sacrifice.

I have seen the soldier dividing his rations with unfortunate women and children, helping them in their distress and treating as a comrade the soldier who only an hour ago was his deadly enemy.

I am not speaking of one or two nationalities, but of all. The European soldier, excepting the Cossack, has been grossly maligned in our American press and moving pictures in particular.

For two years at the vanguard of the armies, one of the first to enter Tarnow, Belgrade, Brest-Litowsk, I have never once seen a single instance where a soldier committed a crime against humanity or society.

The most dramatic incident from a personal viewpoint—indelibly imprinted upon my memory—was at Tarnow.

The Russians had evacuated the town at 4 a.m. Six hours later seven of us entered the town at the head of an Escadroon of Hungarian Honved Hussars. I have seen excited crowds at a ball game, and under political and patriotic influence, but never anything like our reception in Tarnow. The frenzied, surging crowds inundated us with flowers. My coat, sleeves and boots were showered with kisses from men and women in all social ranks.

I was never in my life so thrown out of gear as during that hour on the market square at Tarnow amid the fervid, frenzied crowd of its inhabitants.

By James H. Hare

(Photographer and war correspondent of Leslie's Weekly, noted for his daring in making photographs from aeroplanes under fire at Verdun and elsewhere)

IT is difficult in this gigantic war, so replete with dramatic incidents, to pick out one in particular. What appears to you one day as the most impressive is crowded out of your mind a few days later as fresh horrors present themselves, and after a time you become inured to them, and they fail to have the disturbing effect on your nerves that smaller events formerly had.

There were dramatic incidents enough in Paris when I arrived there in September, 1914, from Mexico City.

The Germans had advanced to within twenty miles, driving the Allies before them, or perhaps I ought to say Gen. French had conducted a strategic retreat successfully and had determined to make a stand almost within sight of the greatest city of France, and everything depended on the outcome of that effort.

If the Allies were beaten, this would in all probability be the decisive blow that would reduce the mighty nation of France and place her once more under the heel of the Germans, who no doubt would have advanced rapidly then to seize the channel ports, thus enabling them to attack Great Britain.

But, as all the world knows now, the Allies drove the enemy back, and the Battle of the Marne saved Paris from a siege. Then I decided to go to Antwerp, and was fortunate enough to get there on October 6. As the Germans entered it on October 9, after shelling the city, you can readily believe there were plenty of dramatic incidents crowded into a few days.

I have been under fire many times. Artillery fire is nerve racking, spectacular and demoralising. When it gets home it inflicts horrible damage. Its wounds are of the most appalling kind. But it seldom gets home. It is easily guarded against, and if men are not compelled to come out or advance against it, it is the least deadly of all modern forms of attack.

In Antwerp I had my first experience of being under fire in a town—always before it had been out in the battlefield in the open country, where so many shells burst and fail to do any damage that you do not fear them. Some burst too high in the air, some too far in front, others too far in the rear. A very small percentage reach their objective point. However, it is a very different proposition when you are under shell fire in a town.

Even if a shell does not hit the object aimed at, it invariably does some damage, and the concussion causes loose tiles to crash down onto the sidewalks, and glass from the sashes flies in all directions.

Looking back, I think the helplessness of the people of Antwerp impressed me as the most dramatic incident of my war experience. When the shelling began they rushed from their homes, many carrying babies in arms, or wheeling old and infirm parents, leaving most of their valuables behind. Some dragged bundles of wearing apparel or other effects that they hated to lose, only to abandon them later in the desperate race to seek safety. Shells were falling in all directions, setting fire to houses and killing and maiming the people. The Germans were not firing shrapnel, but a new shell—high explosive—that burst with a fearful sound. Antwerp being under martial law, the frantic people could only use one avenue of escape and that was across the pontoon bridge into Holland, when the military were not using it. Consequently they had to stand for hours at a time waiting in thousands, crouching down and terrified as the shells screamed over them.

Families became separated and most pathetic scenes were witnessed in Holland when the refugees were given shelter and the wooden fences were utilised as a primitive method of registration, names and temporary locations being chalked thereon.

This was my first experience of women and children being shelled in a town.

I think I can say that this impressed me as most dramatic, although later I saw part of the defenseless seaside resort of Scarborough, in England, in ruin, shelled by battleships, and hundreds of houses in and near London destroyed and the occupants killed by Zeppelin attacks.

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RICH IN GERMANY CAN GET EXTRA FOOD

Greedy Storekeepers Yield To Temptation, but Are Frequently Caught

FAT IS CHIEF DEPRIVATION

Lack of That and Sugar Has Serious Effect on Staying Power of Meals

By Oscar King Davis

"Of course, if you are willing to spend the money you can get what you want."

That was the way in which an acquaintance on the steamer, going to Copenhagen, en route to Berlin, summed up the food situation in the German capital. He had lived there and in Vienna for two years, had been in Berlin during most of the war, and was returning for another year—as he thought—after a few weeks in the United States. Obviously he spoke with the voice of experience, and his words were entitled to consideration.

Afterward I heard the same thing in effect from several other passengers by the same steamer, who had lived for longer or shorter periods in Germany. "Money will do the trick," they said. "If you will pay the price, you can get the stuff."

In Copenhagen there was just the same verdict. "The wealthy get all they want," was the way it was put. "The rich have plenty of food."

On the other hand, the tales that were told of the hardships and difficulties of those who did not have plenty of money and could not pay as the wealthy were supposed to be paying were just as positive in pessimistic statement as were these assertions about the ease with which the wealthy got plenty of food.

I had left New York feeling that, while things might not be exactly comfortable in Germany so far as food was concerned, it certainly would not be a starvation diet that we should be subjected to. But the dismal descriptions that friends and acquaintances in the Danish capital gave filled me with no little apprehension regarding what was to come.

Then I arrived in Berlin and immediately found that, so far as hotel life was concerned, there was literally no foundation for the tales I had heard in Copenhagen. Of course, it was not like hotel life in Copenhagen or New York or any other city where food is plenty and unrestricted. But it was again the case of the old story: There was plenty of food, such as it was, and what food there was good enough. It would fill a hungry man's stomach and keep it from bothering him over much for most of the time. If you had breakfast too early, you were likely to be noticing the fact that it was getting toward luncheon time around noon. Then if you took luncheon before 1 o'clock and did not take tea around 4, you were pretty sure to develop a rebellious inner consciousness before dinner time came along at 8.

Fats the Serious Deprivation

That became more and more the case as you stayed longer in Germany and found no means of getting around the official deprivation of fats and sugar. It was my personal experience, (though it is perhaps not the general experience,) that the deprivation of fats had more effect on me than any other feature of the German diet. Six weeks of absolute abstinence from fats and sugar produced a marked shrinkage in girth. It also made a noticeable difference in the staying power of the meals I got. At first the regulation breakfast stayed the appetite thoroughly well until luncheon, and the full meal then kept me very comfortably until time for the late dinner. But by the time the absence of fats from the ration began to make itself clearly felt it took more luncheon than could be had on one set of cards to last through until 8 o'clock.

Now that was a situation where if one had the money to spend he would be tempted to use it. Very many Germans have the money and were willing to use it for just that purpose. And their constant efforts to get something (little or much) more than the law and the regulations permit led inevitably to the frequent repetition of those remarks about "the rich having all they want," "money will buy," and so on.

I heard the experiences of some of those persons. Some of them told me how they got this or that or the other thing to which they were not entitled under the regulations, and how it cost them so much extra. One distinguished official in one of the most important offices in the Government told me of having bought three bottles of Italian olive oil at fifty marks (nearly $10) a bottle. He said he needed the oil for his health's sake, and he sent out his servant and got it. He asked no questions about where it came from or how it happened to be in Germany two years and more after the outbreak of the war and official control of all such articles of food. He just wanted the oil and got it.

When the Law Hit Offenders

I went back to my hotel from that interview and picked up a paper, in which I read an account of what had happened down in Chemnitz, the great center of the German textile industry—the place that had been put "on the blink," so to speak, by the stoppage of importations of cotton. The shutdown of the mills had not wholly destroyed the market for foodstuffs there. Some of the rich mill men were still able to see whether or not money would buy them more than they were allowed under the food regulations.

So happened that Luda Bauer, who owned a store that Americans would call a grocery, and Ernst Rossberg, her business manager, fell foul of the law. They bought and sold 10,000 dozen tins of peas and made a profit of 18 per cent which was 5 per cent more than the legal allowance. They also bought 10,000 tins of Danish bacon and sold it at an excess profit, and there were some other smaller transactions. The aggregate of the excessive profits was 15,338 marks, and the court fined them 18,500 marks. There was a chance for the rich to pay a different way.

Then there was the case of Felix Prausniker, a Berlin merchant, who bought some tinned ham at 2.50 marks a tin and started a merry-go-round which was still proceeding when the police got him, after he had urged the price of the ham up to 8 marks a tin. The rich had been paying for ham and there had been a number of illustrations that "money will buy." But when Prausniker got through with the court he did not have as much money by 5,000 marks as he had when the police interfered with his little game. The Berlin papers printed the story of his enterprise under the heading "Costly Ham."

Then again, some of the strongest complaints that I heard in all the time I was in Germany about the difficulty of getting the right kind and suitable quantities of food came from the family of one of the great bankers of Berlin—a man whose name is familiar in banking, financial, and industrial circles all over the world. His wife had endured deprivation of the food to which she was accustomed just about as long as she could stand it. There was no question with them of having the money with which to buy anything they wanted if they could get it. But despite their money, she had had to go without food so long that she was ready to go anywhere away from Germany, if she could only get food freely again.

In the advertising sections of the Berlin newspapers one sees constantly notices of the verdicts in court cases where sellers of food have feen convicted of violating the law, and compelled, as part of the punishment, to pay for advertising what the sentence was. Hardly a day passes without at least one advertisement headed. "In der Strafsache," announcing a verdict "in the Criminal Court," such as the one "against the female milk handler, Olga Franke, born Hochschultz, in Berlin-Schoneberg, Goltzstrasse 39, born on September 6, 1881, in Ossowo," and against "the coachman, Reinhold Schwarz, in Berlin-Schoneberg, Goltzstrasse 39, born on September 29, 1900, in Grussow." The charge against this milk dealer and her driver was adulteration of food, and the court fined Olga a thousand marks, with liberty to work it off by imprisonment at ten marks a day, while Reinhold got off with a fine of 50 marks, which he might work out at 5 marks a day.

Rich Tempt Greedy Dealers

The story could be prolonged indefinitely and illustration multiplied to complete weariness. The point is always the same. The rich, having the money which will buy, use it to tempt the small dealers to violate the law and the regulations, or the business man gets a bit greedy and tries to augment his profits faster than legitimate transactions permit.

Just a day or two before I left Berlin a significant little paragraph apeared in some of the papers. The weather had been extremely cold for six or eight weeks without interruption, and there had been intense suffering in consequence. Despite the appeals to their loyalty and patriotism and all that, some of the coal dealers could not resist the temptation to make an extra profit out of the distressing circumstances. So they tried it, with the usual result.

"Many coal dealers have recently being increasing the price for 100 briquettes as much as two marks. Yesterday morning the criminal police stepped in and arrested five coal dealers who now must answer to the charge of war usury."

And so it went. While observing these things, it struck me that it was about as broad as it was long. Money did buy something extra occasionally for those who had it, and also for those who were trying to get it. It got some food to which they were not entitled for the one class and some punishment to which they were entitled for the other. The rich bought and the would-be rich paid. But all the time the food authorities and the police kept a pretty close watch, and it struck me that on the whole they maintained an exceptionally even distribution of favors and food.

FOR RUN-DOWN PEOPLE.

The expression "run-down" comes from the feeble action of an unwound clock, and the comparison is a good one. Applied to health, it means a condition in which all the bodily functions are enfeebled. Appetite fails, the digestion is impaired, the nerves are impoverished, the compexion becomes pale, there is no animation, but rather worry and mental depression. Fatigue is a constant symptom.

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Dr. M'Kim Tells of Prison On Raider Which Sank Georgic

First Night on Board Was Hell, He Says, And Then Describes Condition of Captives Who Had Few Clothes and Bad Food—Penned in Stuffy Hold, None of Them Expected Ever To Reach Home—Always Fearing They Might Die Like Rats If Raider Fought With An Entente Cruiser—Does Not Think Ship Was the Moewe But the Puyme—Praise For Her Captain.

Dr. Orville E. McKim, the American veterinarian, was aboard the White Star liner Georgic in charge of twelve hundred horses when she was sunk by the German raider. He was taken into Germany on the Yarrowdale, and for the first time describes in the adventures and sufferings of the remarkable trip. He is the first American of those held in Germany to return to his own country. The first instalment of his story, told of the actual sinking of the boat by the raider. He described vividly the terror of some of the crew when they were hurled into the sea from a lifeboat which broke from the falls, and said the sea was "alive with swimming horses." Today's instalment describes the raider and its men.

By Dr. Orville E. McKim

The first night on board the German raider which had sunk the Georgic was hell. That is the only way to describe it, if you will pardon the expression. At 9 o'clock all lights were put out. Even the tiny bulb that illuminated the compass on the navigating bridge was shielded and not so much as a match was allowed to be struck on the decks.

We were shut up in the forecastle, and we either had to go to bed or sit around in the dark. The ship rolled heavily and the propellers raced and pounded as her stern occasionally lifted out of the water because of the high speed at which she was constantly pushed. Nobody knew where we were nor where we were going.

With the others, I lay down on a hard, thin mattress, stuffed with excelsior, in the middle of the floor, and envied the men who had bunks or hammocks. Each of us had a shoddy blanket which was as damp as it was dirty and smelly. My bones ached from the cold when at last what seemed an endless night was over.

A sailor who had been detailed as a steward for us brought a mixture masquerading under the name of coffee and more of the black bread and beet jam. There seemed to be no end of bread, and Dr. Snider, who had been surgeon on the Voltaire, ate chunk after chunk of it.

"How can you swallow all that stuff?" I asked him.

"When you've been on this d—— ship as long as I have, you'll know," he said. And before I got out of Germany I did.

Growling Song Stops Complaint

I had no sooner eaten a few scraps of breakfast than the coffee nauseated me as it had the night before, and my frugal meal and I promptly parted company. As I returned to the quarters where the other men were I started to "beef" about my troubles. Immediately they all broke into song. The tune was that of the hymn "Holy, Holy, Holy," and the words were:

"Growling, growling, growling!
You're always bally well growling,
When you're dead and in your grave
You'll bally well growl no more!"

I didn't quite sense the meaning of it at first, and when they were through singing I started to explain once more that I couldn't stand the coffee out of that infernal, sickening receptacle, looking very much like a wash basin. I hadn't got six words out of my mouth when the song broke out again, and this time the men in the adjacent forecastle room joined in, and I think every English-speaking voice on board the ship was roaring those words. I knew then what it meant, and never after that did I utter one word of complaint. If anybody did, the song was sure to drown his voice. That song might serve a purpose here.

Salt Water, No Soap

At 10 o'clock in the morning we were led to a washroom, four men at a time. All we had was running salt water and no soap. It drove the dirt in further, but nevertheless it was refreshing.

Many of the men who had been on the raider for a long time were utterly despondent. The treatment to which they had been subjected in the way of herding into vile-smelling compartments, the lack of decent food and the uncertainty of everything had broken their spirit.

Little groups sat about the deck when we were up for our morning airing, their heads in their hands and their shoulders bent and hunched like those of aged men.

A few tried to keep up the spirits of the others. I will never forget Chief Officer Evans of the Voltaire. He had been very stout but he was losing weight at an alarming rate. His features were pinched and his skin hung in folds, yet he was always joking and singing and cheering up the men. It was enough to crack nerves of steel.

A Gloomy Outlook on Ship

Picture us. Some of us have nothing to our backs but pajamas and overcoats in which we left the Georgic. Some of my horsemen have nothing but shirt and trousers, even their socks having been left behind because they were working on the main deck which was awash when the raider fired into us.

It rains almost continually, and even when we are up for exercise, the food we have had is not sufficient to give any warmth to the blood we can send through our veins by swinging our arms or jumping up and down on the deck.

None of us expects to reach home. The raider is heavily armed and her officers are brave men. They will tackle anything. Sooner or later it is inevitable we will encounter a British or a French cruiser—and then we will die. We won't be fighting like men. Down there in those rat traps with steel doors bolted against us, we will drown while others are fighting.

The fellow who sit around the deck with their heads in their hands moaning, sometimes even sobbing, are not cowards. All they would ask is a chance to die like men. A man doesn't want to go like a drowned rat.

Men Crowded Together

After our little breath of fresh air in the morning, it seemed worse than ever to go back to that hole—the forecastle. There was just one doubtful cause for thankfulness. We officers, as I was rated, were not in quite as bad a situation as were the men. About 430 of them in all were packed below decks in a hold that smelled to the high heavens with air so laden with soggy, stale tobacco smoke that you could cut it with a knife. The mattresses, which most of them spread on the floor for beds, were made of old cotton waste, and they absorbed filth and dampness like sponges.

As for food, the men got sea biscuit for breakfast instead of the black bread—and they were some biscuits. They were as hard as the decks we slept on. For this noon-day meal they were given noodle soup, such as we received, only thinner, and more watery if possible, but they seldom got meat, although we had it nearly every day with a very tasty gravy poured over it.

For the first two days this noon-day meal was the only one I could retain, and I think it was because there was none of that abominable coffee with it. Our manner of eating was somewhat difficult too, for we were given spoons and forks but no knives.

Feared Making of Daggers

"That's so, you can't file them down and make daggers," explained one of the German sailors. "We aren't taking any chances with neutrals or belligerents either." They weren't. We could readily see that.

Of course one of the first things the Germans had done when we went aboard was to take away every firearm or weapon of any character and whatever might have been used to flash a signal to a vessel the raider might pursue or try to elude.

The commander's order was:

"Any man found with firearms or heliograph will be shot summarily." Nobody tried to hold anything out on him after that. The Germans mean what they say.

Every neutral was given a white band to wear around his left arm, and this allowed us more liberty than the other men and officers enjoyed. The belligerents were all obliged to take their air and exercise on the well deck aft, while we were allowed to go up on the head while on deck.

I talked to many of the German sailors, and it was one of them who told me how the Georgic had been taken.

"We are sneaking along at night," he said in very fair English. He told me later he had once been on a Hamburg-American merchantman regularly out of New York. "We haven't a light showing. The ship's as black as the water around us, and there's not a pipe or a cigar lit on the deck.

"All of a sudden the lookout calls and we see your lights. Keeping them low on the horizon we steam along all night waiting for daylight to run in on you. After that it was simple. You know what happened then. (I certainly did know.) What fools you were to run with lights!"

May Have Known Code

One of the officers from the Voltaire, already taken and sunk, told me that afterward while the Germans were chasing us a sailor went below and informed the prisoners that the raider was overhauling the White Star steamship Georgic. The name had been chipped off the Georgic's counter and lifeboats and the only conceivable way they could have identified us was by intercepting wireless messages. For that, they must have had the British code.

The incident lends color to the story that the Germans had the code when the Lusitania made her last trip and sent a message to the Captain to slow down to eighteen knots. There are many stories among seamen in England today that Capt. Turner of the Lusitania punished at least one member of his crew for treachery before he abandoned his ship.

"When we came aboard the raider," the officer from the late Voltaire continued, "one of the Germans said to me:

"'Where were you? You are twenty-four hours late.'

"And we were. It's a cinch those Fritzies never dreamt that. They pick code messages."

Burned Coal and Oil

I had heard the raider was equipped with both coal and oil burning engines, so I managed to wander into the engine room to try to see how they were arranged while I was out for an airing one day. I hadn't had much time to look around when a heavy hand clutched my shoulder and a German sailor sent me spinning out of the doorway.

Next day I was trying to determine the size of the gun on the poop by pretending to stare into the sea, when I was treated in about the same manner. Once again I made an attempt to exmine this piece, but it was my last.

A sailor with an ugly looking automatic pistol prominently displayed promised to show me how it went off if I didn't stop prying around—so I did.

Nevertheless we neutrals were allowed a great deal of freedom, and I want to say that what I did discover showed me that the raider was about as cleverly arranged a ship as I have ever seen. While on the forecastle head for airings, I noticed that there were always six men on the bridge. This was an unusual circumstance, but it would be difficult to note it from a distance because the men on the bridge were partially concealed behind a canvas windshield.

There were always two lookouts in the crow's nest and sailors told me they only stood one hour watches each. This insured wide awake, alert men all the time. I noticed these scanners used telescopes most of the time, which gave them a longer range of vision than would binoculars.

Four Torpedo Tubes

There were always three operators in the wireless room—no chance of treachery there. One was continually listening to pick up messages and one was ready to "jam the air" should any vessel the raider was pursuing attempt to send out a message. Not a single ship ever got a message into the air because the raider jammed every one of them. This was accomplished by a noisy and continuous, disjointed sending, like a sputtering gossip of the sea.

Personally I saw seven guns and four torpedo tubes on the raider. She may have had more but I doubt it. They were quite sufficient for any merchant ship she might encounter. As a matter of fact, one six-inch gun, combined with the raider's speed, which was normally eighteen knots—twenty when they jammed it to her—would have been enough. The Voltaire, the Lamport and Holt ship, was making fourteen knots when she was taken and the raider practically made circles around her.

There were two four-inch guns forward under the forecastle head. The deck head lifted up and the bulwarks dropped, leaving these two guns ready for action the moment the sides were lowered. Just aft of the forecastle head, abeam of No. 1 hatch, there was a six-inch gun on each side, covered with tarpaulins and mounted on semi-circular tracks so that they could be swung into position as the bulwarks were lowered.

Just abeam of No. 2 hatch there was a torpedo tube on each side arranged so that they could be swung out to protrude over the water as the bulwarks were lowered. Abeam of No. 4 hatch two more torpedo tubes were arranged in the same way.

Her Guns Hidden

Under the poop there were two four-inch guns. Up in the wheelhouse on the poop, where the manual steering gear usually is, was another six-inch gun. The forward wheel of the manual had been removed, but the after wheel was left in position, although it was on hinges so that it could be dropped quickly and allow the six-inch gun to come into play. The steering gear served as a mask.

There have been many speculations as to what ship the raider was. Some say the Moewe, but I do not believe that. The Moewe was a vessel of about 4,000 tons and the raider is at least 5,000 tons. Furthermore, I don't believe the raider has returned to Germany. I think the announcement was another smart Teuton trick to disarm the Allies.

I firmly believe she was the Puyme. I had several talks with Capt. Knight of the Voltaire on board the raider, and he told me that when he was in the commander's cabin he noticed a chart of a ship named the Puyme hanging on the wall. The commander, who, by the way, I think was a Capt. Berg, perhaps related to the skipper who brought the Appam into Norfolk and now a prisoner in this country, despite the mystery which seemed to surround him, saw Capt. Knight examining the chart and hastened to tell him that it was not a chart of the raider. But that doesn't sound straight.

A ship's chart is no particular ornament, and I do not know why the chart of some other vessel should be hanging in the cabin of the commander of the raider. And I wouldn't be surprised to hear of the raider breaking loose again any day in the South Atlantic, where I believe she has been hiding along the South American coast until commerce was lulled.

"The commander is a gentleman to his finger tips," Capt. Knight told me. "He expressed the deepest regret that he had been obliged to fire into the Voltaire.

"'But you were trying to use your wireless,' he explained, 'and that's why I had to give you a lesson with the nine shells I let go. Besides, you were inviting a torpedo by carrying that gun mounted in plain sight. If you had fired that gun just once, I would have been forced to blow you out of the water. Have a cigar?'"

Capt. Knight's verdict of Capt. Berg, as I call him, may be taken as a fair estimate, for the English Captain was anything but favorably impressed by the German commander when he first boarded the Puyme. When the Germans torpedoed the Voltaire, Knight stood on the bridge and shook his fist at them, cursing them like the good seaman he is.

He refused to get into the boats with his crew, and the Germans had to board the Voltaire and come up on the bridge and get him.

Knight agreed with me that the man in command of the raider was undoubtedly Capt. Berg. Although the sailors never addressed him by name, several with whom I became friendly told me that his name was Berg, although others declared he was Count Dohna-Schlodien, who had commanded the Moewe on her historic raids. All agreed he was one of the wealthiest men in Germany.

Later, when we had been transferred to the Yarrowdale, Lieut. Barowitz, who commanded the prize crew, gave Capt. Buyers of the Yarrowdale a box of cigars for Christmas. On the inside of the cover was the picture of the commander of the raider. I cannot be mistaken in that, for I saw him often, and on the front of the box the word "Moewe" was stamped, and both ends bore the name—"Capt. Berg."

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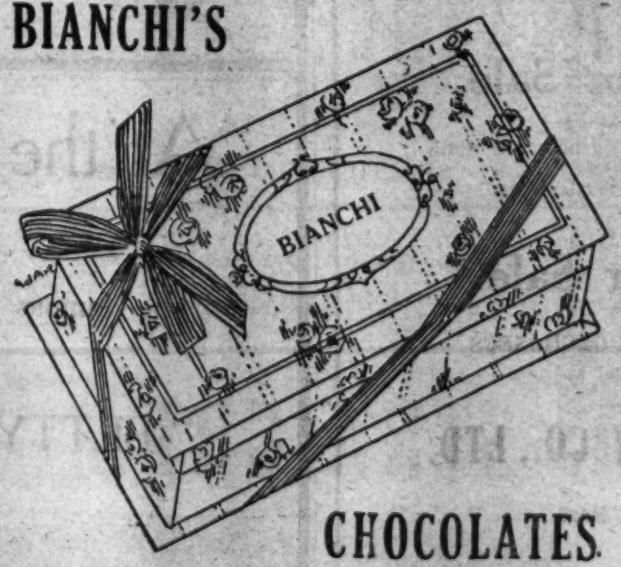

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RAILROAD SEIZURE BY CARRANZA LAID TO KAISER'S ENVOY

Taking Over of Lines Operated By Lord Cowdray's British Firm Regarded as Evidence, Mexican Chief Is Pro-German

Washington, April 23.—If any vestige of doubt persisted in Government circles and among the diplomatic representatives of the Allies in Washington as to the pro-German inclinations of the present Mexican Government under President-elect Carranza, they have been swept away by the receipt today of more detailed accounts than were permitted by Government press censors to be cabled from Mexico City of the confiscation last week by Carranza of the Tehuantepec National Railway and the Alvarado Railway, both of which are controlled by the British corporation of S. Pearson & Son, Ltd., which is owned by Lord Cowdray, and also of the property of the Vera Cruz Terminal Company, controlled by the Mexican Railway, but in which S. Pearson & Son are interested. By seizure of these properties Carranza seems in a fair way to have brought a hornet's nest about his ears.

Kaiser's Hand in It

Today's reports from Mexico City supplement and dovetail into information and theories already held here as to the covert motive behind Carranza's act and provides a solid basis for the belief that his inspiration come directly from Berlin through the Kaiser's Minister in Mexico, Heinrich von Eckardt. On the face of the facts which have been assembled here it is almost impossible to reach any other logical conclusion.

All proceedings in connection with the confiscation of the Tehuantepec National Railway and the Alvarado Railway were summary. Carranza merely served notice upon the Mexican representatives of Lord Cowdray's firm that the Government would immediately take over both properties.

No reason was assigned for this action. Before diplomatic protests could be entered at the Mexican Foreign Office by the British Charge, Mr. Thurstan, the confiscations had been accomplished.

No especial importance is attached to the taking over of the Alvarado road aside from the indication it affords of a disposition on the part of the Mexican Government to discriminate against British interests. The railway, which is only about fifty miles long and extends from Vera Cruz southerly along the Gulf Coast to the Port of Alvarado at the mouth of the Papaloapam River, is a narrow gauge. For many months it has been almost continually out of service owing to revolutionary troubles and lack of business. It is reported to be in poor condition.

The assumption of control of the Tehuantepec line offers more extensive opportunity for conjecture as to what are Carranza's motives and the manner in which his act may operate to the disadvantage of the United States' interests in its conflict with Germany. It seems not to be doubted that Carranza was encouraged to sweep the only existing trans-Central American route north of Panama into the cavernous maw of his revolutionary Government by German influences radiating directly from the Dresdner Bank.

This bank is one of the most important financial institutions in Germany. In order to trace a connection from the Dresdner Bank through the Berlin Foreign Office and Minister von Ekardt straight to Carranza it is only necessary, it was pointed out today, to review part of the financial history of the Tehuantepec Railway.

Fifty-Year Contract

According to the partnership agreement entered into in 1902 between the Mexican Government and S. Pearson & Son, each was to have equal responsibility in the control and ownership of the railway for fifty years. At the end of this perold the railway was to become the sole property of the Mexican Government. It was stipulated that the contract might be annulled after six months' notice should a loss be suffered of five million pesos of the corporation's capital. The Mexican Government also reserved the privilege of withdrawing should the contract be violate by S. Pearson & Son or in event of injury being suffered to national interests.

It is reported from Mexico City that none of these reasons has been advanced by Carranza for ousting the British partners. By direction of the Mexican Congress the railway company in 1904 was authorised to issue a second loan of $7,500,000 bearing the guarantee of the Mexican Government. Of this loan $2,000,000 was floated.

Here the Dresdner Bank made its first appearance in connection with the Tehuantepac Railway financiering. This bank underwrote the loan. All authority emanating from the Mexican Government pertaining to this loan is in the hands of the Dresdner Bank. The Mexican Government's guarantee of bonds was addressed to the Dresdner Bank.

The interest and principal of the bonds as they mature are payable by the Dresdner Bank.

It is said here, upon reliable authority, that a year ago when Rafael Zubarony Company was in Berlin on a special mission from Carranza, his attention was directed to the hold which the Dresdner Bank possessed upon the Tehuantpec Railway, and that it was suggested to him then that the European war might bring such developments as to render it desirable that the German Government request Carranza to exclude Cowdray's British firm from participation in the management of the property.

Menace to This Country

From a naval standpoint it is foreseen here that assuming Carranza to be disposed to lend himself as Germany's catspaw, full control of the Tehuantepec Railway by the pro-German Government in Mexico is fraught with grave menace to the United States. At either end of the railway in Puerto Mexico on the Gulf of Mexico side and Salina Cruz on the Pacific side are elaborate, perfectly equipped port works. Vast cranes of tremendous lifting power are in operation. It is quite possible, according to persons who are familiar with the mechanical installation at the railway's terminal, for smaller types of effective German submarines to be hoisted out of the water at Puerto Mexico, placed aboard flat cars and floated again at Salina Cruz ready to prey effectively on shipping in the Pacific and American ports on the western ocean.

With American war vessels compelled in the face of international neutrality practice to remain outside the three mile limit off Puerto Mexico and Salina Cruz, German undersea craft, skilfully navigated, would have little difficulty in shipping into Puerto Mexico and out into the Pacific at Salina Cruz.

Military 'Hero' In The Central West U. S. A.

There is no question about the enthusiasm for war among the younger element of the Central West. This picture proves it. The militia man is proceeding to his post of guard duty and is followed by most of the admiring kiddies of the town.

TANAKA IN HANGCHOW

Special Correspondence of The China Press

Hangchow, May 24.—Lieutenant General Tanaka, Second Chief of Japanese General Staff, arrived here yesterday noon. He was met at the railway station by representatives of the Military and Civil Governors, the Japanese Consul, and a large number of high officials. The distinguished visitor called on the governors in the afternoon, and in the evening he was lavishly entertained at a banquet held at the local military club.

This morning several Chinese officers, specially appointed by the authorities here, escorted him round the picturesque West Lake and the noted places in the vicinity. An elaborate dinner was given in his honor at the premises of the Standard Oil Company at Zah Kou, a beautiful site facing the mouth of the Ta Chiang, specially loaned for the occasion.

General Tanaka left for Shanghai this afternoon after a pleasant though brief sojourn. It is reported that the present visit is connected with some significant mission, but statements from reliable sources indicate that it is nothing more than a pleasure trip to visit West Lake.

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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS	Express R	Local	Slow	Coolie Goods	Fast R	Local	Night Express R.S.
SHANGHAI NORTH dep.	7.55	..	8.30	9.00	12.50	15.20	20.00
SOOCHOW dep.	9.41	..	11.02	12.18	14.57	18.13	1.08
WUSIH dep.	1.31	..	12.21	13.43	16.52	19.41	2.10
CHANGCHOW dep.	11.22	6.50	13.42	15.01	16.47	20.45	3.31
TANYANG dep.	12.09	8.03	14.59	16.14	17.43	..	..
CHINKIANG dep.	12.57	8.50	15.57	17.18	18.32	..	7.06
NANKING arr.	14.15	10.55	17.50	19.25	20.06	..	8.50
NANKING FERRY arr.	14.10	..	..	..	..	..	..
PUKOW dep.	5.15.30	T.P.R Second Day P.M.R.	..	..	..	..	..
TSINANFU dep.	8.06		..	..	..	..	..
TIENTSIN arr.	16.21		..	..	..	..	..
CENTRAL dep.	17.00		..	..	..	..	..
PEKING arr.	*19.50		..	..	..	..	..

STATIONS	Local	Slow	Coolie Goods	Fast R	Express R		Night Express R.S.
PEKING dep.	..	..	..	..	8.35	P.M.R. Second Day	..
TIENTSIN arr.	..	..	..	..	11.10		..
CENTRAL dep.	..	..	..	..	5.12.00		..
TSINANFU dep.	..	..	..	..	0.31	T.P.R.	..
PUKOW arr.	..	..	..	..	18.00		..
NANKING FERRY dep.	..	..	..	..	14.20	..	..
NANKING dep.	..	7.00	7.30	11.15	14.20	16.55	22.00
CHINKIANG dep.	..	9.05	9.52	13.50	14.01	18.25	1.50
TANYANG dep.	..	9.47	10.35	12.10	14.28	19.19	..
CHANGCHOW dep.	6.20	11.14	12.38	14.32	17.38	20.50	5.20
WUSIH dep.	7.31	12.72	13.45	15.58	18.31	..	6.11
SOOCHOW dep.	8.46	14.00	15.08	16.55	19.28	..	8.28
SHANGHAI NORTH arr.	11.25	16.30	17.05	18.55	21.20	..	7.05

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Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.55	8.15	10.45	12.10	14.40	16.20	18.10	19.55	22.10
KIANGWAN dep.	7.22	8.42	11.12	13.37	15.07	16.47	18.37	20.22	22.37
SHANGHAI NORTH arr.	7.30	8.50	11.20	13.45	15.15	16.55	18.45	20.30	22.45

SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.20	17.25	19.10	21.00
KIANGWAN dep.	6.28	7.48	10.16	12.28	14.11	15.41	17.36	19.21	21.43
WOOSUNG FORTS arr.	6.50	8.10	10.40	12.50	14.35	16.05	18.00	19.45	22.06

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North dep.	....	7.40	8.55	10.05	....	14.05	....	....	....
Jessfield dep.	....	8.01	9.16	10.26	....	14.25	....	....	....
Soozwei dep.	....	8.10	9.25	10.35	....	14.34	....	....	....
Lunghwa Junction dep.	....	8.28	9.48	11.00	....	14.52	....	....	....
Shanghai South dep.	....	*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction dep.	....	*8.28*	*9.48*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.16*
Songkiang dep.	....	9.13	10.55	12.10	....	15.28	17.47	....	....
Kashai dep.	....	10.03	11.58	13.33	....	16.15	18.57	....	....
Kashing dep.	7.20	10.35	12.36	14.16	....	16.46	19.30	....	....
Yeh Zah dep.	8.08	11.14	13.20	15.15	....	17.21	....	....	....
Chang An dep.	9.00	11.49	14.04	16.10	....	17.55	....	....	....
Hangchow dep.	10.38	12.53	15.26	17.47	....	18.54	....	....	....
Zah Kou arr.	11.00	13.09	15.45	18.15	....	19.10	....	....	....

STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie and Goods	Express	Local
Zah Kou dep.	....	....	....	6.45	8.10	....	8.55	14.15	18.00
Hangchow dep.	....	....	....	7.15	8.40	....	9.33	14.40	16.30
Chang An dep.	....	....	....	8.15	9.56	....	11.03	15.26	17.20
Yeh Zah dep.	....	....	....	8.52	10.40	....	12.30	15.57	18.30
Kashing dep.	....	....	7.25	9.40	11.30	....	14.07	16.38	19.00
Kashai dep.	....	....	8.00	10.05	12.00	....	14.47	17.01	....
Songkiang dep.	....	....	9.18	10.57	13.03	....	16.13	17.49	....
Lunghwa Junction dep.	*8.25*	*9.55*	*10.37*	*11.43*	*14.05*	*14.55*	*17.22*	*18.33*	....
Shanghai South arr.	*8.53*	*10.13*	*10.55*	*12.05*	*14.23*	*15.15*	*17.49*	*18.59*	....
Lunghwa Junction dep.	....	....	....	11.44	14.07	...	17.22	18.33	....
Soozwei dep.	....	....	....	12.01	14.26	....	17.41	18.51	....
Jessfield dep.	....	....	....	12.20	14.45	....	18.00	19.10	....
Shanghai North arr.	....	....	....						

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE. ZAH KOU TO KON ZEN CHIAO

Kon Zen Chiao.. dep.	7.05	8.30	11.05	14.05	16.05	18.15
Ken Snang Mun. dep.	7.25	8.50	11.20	14.21	16.20	18.29
Hangchow..... dep.	7.35	9.05	11.35	14.31	16.37	18.37
Zah Kou..... arr.	....	9.25	11.55	....	17.00	....

Zah Kou..... dep.	....	9.40	12.20	....	17.15	....
Hangchow..... dep.	7.45	10.05	12.50	14.55	17.40	18.50
Ken Shang Mun. dep.	8.00	10.23	13.05	15.10	17.52	19.00
Kon Zen Chiao.. arr.	8.13	10.35	13.18	15.23	18.05	19.15

SHANGHAI ISIS THEATRE

JUKONG ROAD
North Szechuen Road Extension. About 150 Yards from Range Road.

Two Performances Nightly
at 7 p.m. and 9.15 p.m.
and
Matinee on Sunday at 3 p.m.

Admission Prices:
Stalls..... 30 cts.
Dress Circle..... 50 ,,
Box Seat..... 70 ,,

Also to be shown a well-selected number of amusing comedies to complete this
-:- Special Programme -:-

EXTRA! EXTRA!! EXTRA!!!
For One Night Only On Sunday
May 27th

The Famous and Talented American Artists
NORMA TALMADGE and RALPH LEWIS
IN THE CELEBRATED AND POWERFUL TRIANGLE MASTERPIECE IN FIVE PARTS
GOING STRAIGHT

This Magnificent and Moral Photo-Play is classed as one of the Greatest productions of the year. The story shows how difficult it is for a man who has once erred and reformed to escape the consequences of his Guilty past.

GOING STRAIGHT

THE PROBLEM whether a rogue can reform is the subject of the latest Triangle drama, "Going Straight." The cast includes that clever actress, Norma Talmadge, who plays the part of the wife of the reformed rogue, and instils into it a charm and force that is sufficient to ensure the film's success, independent of the elaborate setting and fine acting of the other members of the cast.

Miss Norma Talmadge must have a wonderful influence with children, judging from the natural way in which the "Triangle Kiddies" act their parts in "Going Straight." They are wonderful and charming in every way, and are not the slightest bit embarrassed. They act most naturally, and complete several delightful scenes. Of Miss Talmadge herself we cannot speak in too high praise. She plays the wife of a man who has once been a crook, and served his period of imprisonment, but upon his release has gone straight until an old pal forces him, by threats of exposure, to have one last deal. The wife knows his past, and understands his reluctance to enter into crime again, and the force of events turns her from a happy, free-from-care mother of a family into an anxious, frightened woman, ready to dare anything to prevent her husband from slipping back into his old ways. There is no need of spoken words to illustrate the varying phases through which the character is passing as Miss Talmadge depicts them in a manner that cannot possibly be misunderstood. Ralph Lewis plays the husband with all his accustomed force and natural ability, entering into the character as though he felt all the realism of the part. Eugene Pallette gives us one of his remarkable impersonations of a crook, who illustrates the adage, "once a rogue always a rogue," and well upholds his reputation for excellent delineations of slum characters.

Showing the Fascinating Exclusive **THE ZUDORA MYSTERY**, 1st and 2nd Series in Four Parts

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, May 26, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate G.$1.00 @ 86=Tls. 1.16 @ 27.9=Mex. $1.59	
Mex. Dollars. Market rate	72.6875
S'hai Gold Bars: 978 touch	—
Bar Silver	—
Copper Cash	1788
Sovereigns:	
Buying rate @ 3/6½=Tls.	5.64
Exch. @ 72.9=Mex. $	7.75
Peking Bar	295
Native Interest	.07

Latest London Quotations

Bar Silver	37⅞d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London	Fr. 27.16
Ex., N. Y. on London T.T.	$476⅞
Consols	£ —

Exchange Closing Quotations

London	T.T.	3-6⅝
London	Demand	3-6⅞
India (nominal)	T.T.	262½
Paris	T.T.	484
Paris	Demand	484½
New York	T.T.	84⅝
New York	Demand	84⅞
Hongkong	T.T.	67⅝
Japan	T.T.	60⅜
Batavia	T.T.	204¾

Bank's Buying Rates

London	4 m-s. Cdts.	3-8⅛
London	4 m-s. Docy.	3-8⅛
London	6 m-s. Cdts.	3-8⅛
London	6 m-s. Docy.	3-8⅛
Paris	4 m-s.	499½
New York	4 m-s.	87⅞

The following are the Customs Rates of Exchange to the end of May:—

£1	= Hk. Tls.	5.03
Hk. Tls. 1	= Francs	5.40
„ „ 1	= Marks	4.41 (nom.)
Gold $ 1	= Hk. Tls.	1.06
Hk. Tls. 1	= Yen	1.85
„ „ 1	= Rupees	2.98
„ „ 1	= Roubles	3.29
„ „ 1	= Mex. $	1.50

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, May 26, 1917.

Official

Langkats Tls. 17.00
Telephones Tls. 84.50
Telephones Tls. 84.00
Consolidated Tls. 3.05
Taipings Tls. 2.00
Samagagas Tls. 1.05
Shanghai Gas Tls. 24.00
Senawangs Tls. 14.25
Shanghai Pahangs Tls. 1.80
Shanghai Lands Tls. 80.00
S. M. C. 6% Debs 1913 Tls. 91.50

Sharebrokers' Association

Transactions

BUSINESS DONE

Shanghai, May 26, 1917.

Official

Cathay (Ord) Tls. 6.25 cash
Amherst Tls. 1.00 cash

Direct

Yangtszepoo Pref. Tls. 98.00 cash
Shanghai Docks Tls. 92.00 cash

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 18th inst.

White Silk.—Further purchases of Tsatlee New Style at the close of last week, cleared out stocks.

Tsatlee New Style.—Five Stork and Mandarin Duck, Ex. 1, 2, Tls. 700 av. Gold and Silver Peacock, Ex. 1, 2, Tls. 700 av. Gold and Silver Locomotive, Ex. 1, 2, Tls. 700 av. Gold and Silver Bat, Ex. 1, 2, Tls. 700 av. Black Peony 1, 2, Tls. 685 av. Airship 1, 2, Tls. 685 av.

Yellow Silk.—Some balance lots of Filatures on basis of Tls. 550 for stock have been taken.

Steam Filatures.—Interest has been shown principally for Lyons in open size, medium grades on basis of Tls. 850 to Tls. 835.

New Silk

Reports of the crop continue favorable and the rendement is expected to be very good. A couple of purchases are reported.

Tsatlees.—Gold Kiling, Tls. 535.

Tsatlee Filatures.—Kung Kee, Mars, 1, Tls. 630.

Freights

The intimation that no British tonnage will be available for Continental Ports will increase shipping difficulties. The Foreign Silk Association has cabled to the Union des Marchand de Soie Lyons, requesting their good services in the matter.

"BICKERTON'S"
PRIVATE HOTEL
Established 20 years.
102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1371.

Piece Goods and Yarn

Messrs. and Ilbert and Co, write as follows in their weekly market report:—

Fresh political troubles in Peking, which have led to the dismissal of the Premier, have spread an uneasy feeling throughout the market. The market for yarn, which was buoyant in the earlier part of the week, closes at somewhat shaky prices with buyers conspicuous by their absence. In the private piece-goods market, business has dwindled to such small dimensions through lack of stocks, that it is scarcely indicative of the general trend of values: at the public auctions, prices have on the whole remained fairly steady.

The monthly export figures for February, 1917, covering Whites, Greys and Woollens have not yet been received, but will be included at a later date.

Exports for the month of March from the United Kingdom to Hongkong and China are mailed privately as follows:—

In millions of yards:

	In 1917	In 1916	In 1915
Plain Cottons (Unbleached)	2.8	8.0	11.6
Plain Cottons (Bleached)	6.7	19.6	10.2
Dyed and Colored Cottons	5.1	9.2	6.4
Printed Cottons	.3	.6	.7

Grey Shirtings Generally.—The market for all weights is dull, and we hear of no transactions with the exception of a small parcel of 12 lbs 36 inch Shirtings under the Blue Dragon chop at Tls. 6.77½. The auction prices remained steady to firm for all grades except 10 lbs. which showed an easier tendency.

Jeans.—There are a number of enquiries on the market from Newchwang but practically no stocks offering, and no sales have been reported.

White Shirtings.—Prices continue steady to firm but the amount of business done is unimportant. Sales made public are Blue Dragon at Tls. 8.02½, Blue Nine Horses at Tls. 6.82½, Flower No. 1 at Tls. 6.70, and No. 2 at Tls. 6.15, and Gold Nine "Chang" at Tls. 6.50. The majority of the auction chops advanced 2½ to 5 canadreens.

Dyed and Fancy Cottons.—A few orders have been booked for Newchwang in Dyed Jeans and Black Italians and Venetians, but the business is on a small scale. The earlier auctions were generally steady to firm but there was some irregularity at today's sale.

Cotton.—Arrivals from the immediate neghborhood of Shanghai are becoming daily more scarce and it would seem that the high prices have attracted almost all the available supplies of local cotton. Our market is quite steady and prices show a further advance on last week, quotations today being Tungchow Tls. 31.50, Four chop Tls. 30.50, Steam Ginned Tls. 30.50, Ordinary Shanghai Tls. 30.50 and Shansi at Tls. 32.00 to Tls. 33.00.

American Cotton has again advanced and Reuter's quotations on the Liverpool market are cabled as follows:—Middling American at 13.45d., Egyptian at 26.50d. and F. M. G. Bengal Cotton 11.10d. per lb.

Local Yarn.—Our market has been quite strong during the week, but at the close owing to the political changes at Peking an easier feeling is apparent. Small sales only are reported, viz:—

10s.—200 Bales Lion and Cloud at Tls. 101.00.

14s.—200 Bales Dragon and Ball at Tls. 114.00.

16s.—300 Bales Red Round Dragon at Tls. 120.50 and 100 Bales Double Elephant at Tls. 125.00.

20s.—100 Bales Flag (Heavy) at Tls. 134.00, 200 Bales Censor (Heavy) at Tls. 135.00 and 150 Bales Watermoon at Tls. 140.

Indian Yarn.—Market a shade easier in the absence of demand, and business is confined to sales of about 700 bales as follows:—

No. 10s.—700 Bales Naranjee at Tls. 104.00, 200 Bales Sorab at Tls. 104.00, 100 Bales Tricumdass at Tls. 103.00, and 300 Bales Tiger and Tree at Tls. 103.00.

Japanese Yarn.—Prices for these spinnings have again advanced slightly and we have the following sales to report:—

No. 16s:—200 Bales Woman and Boat at Tls. 128.00, 200 Bales Standing Horse at Tls. 128.00, 200 Bales Worship at Tls. 127.00 and 300 Bales Three Horses at Tls. 127.50.

No. 20s:—300 Bales Fisherman at Tls. 133.00.

The China Mutual Life Insurance Company, Ltd.

Copies of the Directors' Report, Revenue Account and Balance Sheet may be obtained on application in person or in writing to the Managers

Head Office,
10 Canton Road,
Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
F. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower Burma)
Haiphong	New York	Tientsin
Hankow	Peking	Yokohama
Hongkong	Penang	

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND,
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital .... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate. Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Governor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital		$15,000,000
Reserve Funds:—		
Sterling, £1,500,000 @ 2s.	$15,000,000	
Silver	18,500,000	
	$33,500,000	
Reserve liability of Proprietors		$15,000,000

Head Office: HONGKONG
Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy
Hon. Mr. C. E. Anton. [Chairman.
A. H. Compton Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
E. V. D. Darr, Esq.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Peking
Bankok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kualalumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E. C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
Chefoo	Newchwang	Vladivostock
Dalny	Nicolayowsk (Dairen o-A	Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposits Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 200,000.00
Reserves	$ 10,000.00
Deposits (Dec. 31, 1916)	$1,400,000.0

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current account in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000
Paid-up Capital	$10,000,000

Head Office: Peking.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 Hankow Road.

Loans granted on approved securities. Local bills discounted. Interests allowed on Current Deposit Account in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 2½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

Head Office
74, Rue St. Lazare, Paris.

Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(*Established* 1880.)

Head Office: Yokohama, Japan.

Capital Subscribed	Yen	48,000,000
Capital Paid-up	„	30,000,000
Reserve Fund	„	20,800,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthu
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus	U.S.	$6,500,000.00
Undivided Profits		1,010,000.00
	U.S.	$7,510,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E.C.

Branches:

Bombay	Hongkong	Peking	
Calcutta	Kobe	San Francisco	
Canton	London	Santo Domingo	
Cebu	Manila	San Pedro de Macoris	
Colon	Medellin (Cristobal C.Z.)	Shanghai	
Hankow	Panama	Singapore	
		Tientsin	
		Yokohama	

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(Netherlands Trading Society.)

Established 1824.

Paid-up Capital—	
Guilds 60,000,000	(about £5,000,000
Reserve Fund—	
Guilds 9,925,431	(about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Djember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

Shanghai Interest allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

Head Office, 15 Gracechurch Street London, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis (Mauritius)
Delhi	Kota Bahru	
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore.	

Shanghai Branch.

Every description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH,
Acting Manager.
7 Nanking Road. 9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kunping Taels 10,000,000

Head Office: Peking.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
1 Kiukiang Road

Capital (Paid-up)	Yen	15,000,000
Reserves	Yen	1,470,000
Deposits	Yen	120,000,000

President, Baron K. SUMITOMO

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto Osaka, Kobe, Hyogo, Onomichi Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji Wakamatsu Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中孚銀行 Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Peking	Tientsin
Shanghai	Hankow
Nanking	Pengpu
Hsuchow	Chinkiang
Yangchow	Hangchow
Ningpo	Shaohsing

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

BUSINESS AND OFFICIAL NOTICES

SUMMER SUITS

Hand-tailored, American Styles for hottest weather. White Serge, Shantung Silk, White Drill, Flannels Hard Woven, Hard Wearing Material.

Thom Shing, Tailor

G19 Tiend ng Road, near Broadway.

Triangle Commercial Co.

149 California Street, San Francisco, California, U.S.A.
Importers, Exporters and Commission Merchants.

Direct Chinese Business Solicited.

直接招攬中國生意

Cable address: "TRICOMCO"

Correspondence invited.

13813

The Shanghai Electric Construction Company, Limited

Notice of Dividend to Holders of Share Warrants to Bearer

NOTICE is hereby given that a final dividend at the rate of six per cent (twelve shillings per share) less income tax at 4s. 6d. in the £, for the year ended 31st December, 1916 (making 10% for the year), has been duly declared upon the share capital of the Company, and will be payable against presentation of Coupon No. 6 (accompanied by the declaration required by H. B. M. Government, forms for which are obtainable at the Hongkong & Shanghai Banking Corporation) on and after the twenty-ninth day of May, 1917, in sterling at the Eastern Bank, Limited, 4 Crosby Square, London, E.C., or may be negotiated in local currency at the demand buying rate on London for coupons on date of lodgment at the Hongkong and Shanghai Banking Corporation, Shanghai. Coupons must be left with the Bankers two clear days for examination before payment.

L. W. HAWKINS,
Secretary.

13914

The Hwa Yeng Carpet Factory

Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and colour, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our price for which is fixed at the very moderate figure of 50 cents per foot. Foreign patronage is respectfully solicited.

HWA YENG FACTORY.

Nos. 11, 13 and 15 Route des Soeurs
French Concession.
Shanghai, March 5, 1917.

KINGMAN & BROS.

DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery, Philadelphia, U.S.A., Will perform all Kinds of dental operation on modern Scientific principles And supply

Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

13700

The Royal Cafe

Opposite the Brenan Road entrance to the new park

JESSFIELD

Meals and short orders served at all hours.

Only the best wines and liquors, Cigars and cigarettes carried in stock.

C. C. JOHN,
Manager.

Russian 5% Internal Liberty Loan, 1917.

Subscription to the LIBERTY LOAN is opened in Russia up to the 13/26th of June, 1917.

The price of issue is 85%.

The Loan is free of income tax and other taxations.

The Loan is issued for 55 years, and will be redeemable at par by yearly drawings beginning in December, 1922.

The Loan may be reimbursed at par after the 16/29 of March, 1927.

Coupons are payable in Russia half-yearly, on the 16/29 of March and 16/29 of September.

Interest on the loan runs from the 16/29 of March, 1917: interest from that date will be added to the price of issue.

The Russo-Asiatic Bank, and its Branches in China, Japan and India, are ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian Exchange.

Applications will be wired to Petrograd free of telegraphic charges and commission. The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.

L. JEZIERSKI,
Manager.

13616

Kiangwan Races

26th and 28th May, 1917

1st Saddling Bell at 1.30 p.m. each day

Special Trains: at 12.50 p.m., 1.25 p.m., 2.00 p.m.

Entrance Tickets: $1.00 each day.

Race Tiffins: Tiffins will be served by Messrs. Shepherd and Yih Tse-shan, at the Race Course.

By Order,
Y. J. CHANG,
Secretary.

13928

Depots are open for the sale of Machine Made ICE at

Hongkew Market	6 to 10 A.M.
Maloo Market	
Wayside Market	4 to 6 P.M.
8 Thorne Road	
69 Yangtszepoo Rd.	

10 lbs. Ice will be given in exchange for a METAL CHECK.

CHECKS are now on sale at the COMPANY'S OFFICES,

8 Thorne Road,
69 Yangtszepoo Road.

20 CHECKS PRICE $3.00

ICE DELIVERED 2 cents per lb.

Arrangements regarding deliveries can only be made through HEAD OFFICE,

8 THORNE ROAD.

SHANGHAI ICE & COLD STORAGE COMPANY, LIMITED.

13663

"RUSSIAN TRIO"

Violin, 'Cello and Piano, First-Class Musicians with very best references from English, French and Russian Newspapers. Splendid repertoire, artistic execution. Free from 8th June, 1917.

Address Correspondence up to 8th June, c/o Russian Consulate, Hankow: and from June 12th, c/o Russian Post Office, Shanghai.

13950

NEW NINGPO HOTEL

Facing the Bund, and within a minute of the steamers.

Large, airy, comfortable rooms, newly decorated and furnished.

First-class cuisine
Moderate rates

Houseboats provided, including meals and servants, at specially cheap rates, for trips to the Lakes, etc.

K. NAKAMURA,
Manager

13695

St. George's Gardens

(Bubbling Well Road)

Open-Air Cinema

Grand Opening Performance

Friday, May 25th at 9.15 p.m.

IF YOU WISH to have good results in Developing and Printing your Films, send to THE ASIA PHOTO SUPPLY CO. 135-A, Szechuen Road. 'Phone No. 1647.

13332.

A. D. C. "BLIGHTY"

MILITARY MUSICAL MEDLEY

In aid of
British Women's Work Fund.
at the
Lyceum Theatre
May 29th and 31st and 2nd June.

Booking now open at Moutrie's

Performance on Thursday, 31st May, in aid of Funds for Xmas Gifts to Volunteers from China.

Performance on Saturday, 2nd June, in aid of Blind Soldiers' and Sailors' Fund.

Performances start prompt 9 p.m.

Usual Prices.

13744

International Savings Society

HEAD OFFICE
5 Avenue Edouard VII

WHERE and HOW can one invest money?

We offer you an opportunity to place money with absolute safety and a possibility of large return.

For particulars apply to the General Managers;

J. BEUDIN
and
M. SPEELMAN

Telephone 3929

Representative will call on request.

Shanghai Foreign Exchange Bankers' Association

THE Exchange Banks which are members of the above association will be closed for the transaction of Public Business on 28th May, on account of Whit Monday holiday.

13934

N. Y. K.

SEASON FOR SUMMER EXCURSIONS TO JAPAN

SAILINGS: FREQUENT

FARES:—

For	Nagasaki	and Return	$45.60
,,	Moji	,, ,,	60.00
,,	Kobe	,, ,,	78.00
,,	Yokohama	,, ,,	98.00

(Available 4 months)

For further particulars apply to
NIPPON YUSEN KAISHA,
Tel. 2729

13885 M 31.

Just Opened Out!

W. B. Corsets, New Models, Tennis Shoes, all sizes, Linen Cambric Handkerchiefs, Embroidered Robe Lengths, Ladies' Summer Vests,

at special low prices owing to high exchange

H. G. HILL & CO.
119 Szechuen Road

Dr. S. Nakanishi

Veterinary Surgeon
Y-A 4 Barchet Road,

wishes to inform patrons that his telephone number has been changed to North 611 from April 1, 1917.

13237

War Loans Investment Trust of Malaya.

(Incorporated in the Federated Malay States)

CAPITAL $6,000,000

in shares of $10 each (Straits currency full paid)

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July. Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by, any of the following Banks.

The Chartered Bank of I. A. & China,
The Hongkong & Shanghai Banking Corporation,
The Mercantile Bank of India, Ltd.

13860

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address:
ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

U-BOAT SUBMERGES WITH 19 MEN ON DECK

Prisoners From Freighter, Including Americans, Picked Up By Patrol

Washington, April 22.—The lives of five Americans were endangered when a German submarine on whose deck they were standing, with fourteen other "prisoners," suddenly submerged, leaving them floundering in the sea trying to reach a lifeboat. An hour later they were picked up by a British patrol boat. It was the appearance of this patrol boat that caused the submarine to submerge rather than risk capture or sinking.

The facts regarding the action of the German submarine were contained in a statement by the State Department tonight. The name of the freight steamer which the submarine attacked and from which nineteen men were taken, was not made public. The department's statement read:

"A consular despatch to the Department of State reports the sinking of a freight steamer which was attacked by a German submarine a few days ago. The vessel was attacked without warning. A torpedo passed astern, missing the ship, and twenty minutes later the submarine commenced shelling from four miles astern. The freighter did not stop, and the submarine overhauled her in half an hour. During that period fifteen shots were fired, the last from a distance of 100 yards. The vessel stopped and the crew took to boats. The last shell, apparently shrapnel, was aimed at the port boat, and exploded ten feet above it, wounding three of the occupants, one of them an American. None was serious.

"The submarine placed the vessel's crew of nineteen on deck, using the ship's boat to send a bombing party aboard. The German sailors threw overboard from the lifeboat the provisions, water, effects and sail kept there.

"An Admiralty patrol boat appeared and the submarine submerged, with nineteen men on deck, leaving them to struggle in the sea to reach their lifeboat. An hour later they were picked up by the patrol. Five Americans were on board.

"The weather was rough, with choppy sea and brisk northwesterly wind. The merchantman carried no gun, but had, and used, wireless. The master of the boat was detained on board the submarine."

Church Services

Holy Trinity Cathedral.—May 27—Whit-Sunday. 6.30, 7 and 8 a.m. Holy Communion. (And at Bubbling Well Chapel 8 a.m.) 11 a.m. Morning Prayer. Anthem. "Come Holy Ghost, Creator" Douland. Hymns 211, 157, 154. Preacher—The Dean. 3 p.m. Children's Service. 6 p.m. Evening Prayer. Anthem. 'Come, Holy Ghost,' Attwood. Hymns 156, 155, 207. Preacher—The Rev. C. J. F. Symons, M.A.

May 30—Wednesday, 8 a.m. Holy Communion. 6 p.m. Evensong and Intercession.

St. Andrew's Church.—Broadway, Whit-Sunday, May 27—8 a.m. Whitsun Communion; 10.30 a.m. Matins. Preacher: The Chaplain; 3 p.m. Children's Service; 6 p.m. Evensong. Preacher: The Dean.

Whit-Monday, May 28—7.30 a.m. Whitsun Communion.

Whit-Tuesday, May 29—7.30 a.m. Whitsun Communion.

Union Church.—Sunday, May 27—11 a.m. Preacher Rev. C. E. Darwent, M.A.; Subject, Man's [illegible] of Divine Power; Chant 10; Ant. 'How Blest are they" (Tschaikowsky); Hymns 215, 208, 201. 6 p.m. Preacher Rev. C. E. Darwent, M.A.; Subject, The Order of the Holy Ghost; Chant 49; Choral Hymn "Hail Gladd'ning Light" (Stainer); Hymns 32, 217, 208.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Rev. W. P. Roberts, B.D.

Christian Science Society of Shanghai, Masonic Hall, The Bund, Sunday service, 11 a.m. Subject:—"Soul and Body." Wednesday evening, 6 p.m. Reading Room. No. 21 Nanking Road Room 71, daily 10.30 to 12.30.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.) On Sunday the services in the above will be conducted as follows:—Morning 11 a.m. by Rev. A. P. Parker, L.D. Evening 6 p.m. by Rev. Joshua Vale.

Zion Tabernacle, corner of Helen Terrace and North Szechuen Road Extension, Sunday, May 27, at 6 p.m., Rev. C. E. Viking will speak on the subject of the Coming of Jesus. All are heartily welcome. Bring your Bibles. Mid-week meeting every Thursday at 6 p.m.

South Gate Presbyterian Church.—4.30 p.m. Preacher, Rev. Sidney McKee.

Vessels To Arrive

From London	
Suwa Maru	June 12
From San Francisco, etc.	
China	June 12
Ecuador	June 2
Shinyo Maru	June 2
Tenyo Maru	May 25
From Tacoma	
Manila Maru	May 27
From Seattle	
Shidzuoka Maru	June 6
From New York	
Hazel Dollar	May 28

London Rubber Market

Reuter's Service

London, May 24.—Today's rubber prices were:—

Plantation First Latex Crepe:

Spot: 3s. 0½d. paid.

July to December: 3s. 0½d. paid.

Tendency of Market:- Very Quiet.

Previous Quotation, London, May 23:—

Spot: 3s. 1d. paid.

July to December: 3s. 1d. paid.

Tendency of Market: Steady.

BAR SILVER

Reuter's Service

London, May 24.—Today's silver prices as follows:—

Bar Silver Spot: 37⅞d Featureless.

Previous Quotation, London, May 23:—

Bar Silver Spot: 37⅞d Idle.

COTTON MARKET

Reuter's Service

London, May 24.—Today's cotton prices were:—

Mid-American Spot	13.79d.
May-June	13.21d.
October-November	12.50d.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

Business on the local Exchange has been rather restricted as compared with last week. Cottons are somewhat quieter but remain steady at current rates. Docks appreciated to Tls. 95 but eased off to their present rate Tls. 94. Rubbers continue firm at present quotations. The general tone of the market is quiet and steady.

BANK OF ENGLAND

Reuter's Service

London, May 24.—According to the Bank of England returns, the proportion of reserve to liabilities is 20 per cent.

Bank of England rate of Discount 5 per cent.

Shipping Items

The H.O. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tachi Maru left Hankow for Shanghai on Thursday.

The I.-C. s.s. Sulwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangkwan left Hankow for Shanghai on Friday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Friday.

The C.M. s.s. Haean left Foochow for Shanghai on Thursday.

The I.C. s.s. Wosang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Tungwah left Newchwang for Shanghai on Thursday.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

The N.K.K. s.s. Tachang Maru will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The K.M.A. s.s. Jinju Maru (chartered) left Chinwangtao for Shanghai on Thursday.

The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Friday.

The H.O. s.s. Changon will leave Hankow for Shanghai tomorrow.

The N.Y.K. European line s.s. Kashima Maru, with mails left Hongkong for Shanghai on Thursday, and may be expected to arrive at Wayside Wharf today, about 6 a.m.

Passengers Arrived

Per I.-C. s.s. Luenho from Hankow:—Mr. H. B. Dickson.

Per C.N. s.s. Chenan from Hongkong:—Mrs. J. Sheel, Mr. and Mrs. Olsen, and Mr. Tait.

Per C.N. s.s. Kiangteen from Ningpo:—Mr. Wang, and Mr. O. Schoch.

Per I.-C. s.s. Kingsing from Tientsin:—Mr. Traners-Smith.

Per C.P.O.S. s.s. Empress of Japan from Hongkong:—Mr. G. H. Benwell, Mr. M. Shibbeth, Mr. B. Lem, Dr. F. L. Conklin, Mrs. D. M. Rose, Mr. S. Hirsh, and Miss A. Steelman.

Per N.Y.K. s.s. Chikugo Maru from Japan:—Mr. and Mrs. K. Kawauchi, Messrs. I. Sano, K. Sano, M. Fuwa, R. Eyre, P. Gopalraj Urs, E. P. Lorange, S. Asao, T. Fujimori, Mrs. M. Konishi and daughter, Miss H. Kuwada, Messrs. J. Ogami, T. Sakurai, H. Hattori, T. Tamitsu, S. Osushi, H. R. Chan and J. Chinnaffa, and Miss S. Mochman.

AMUSEMENTS

APOLLO THEATRE

Programme for May 27th.

"SHADOWS AND SUNSHINE"

Pathe Gold Rooster Play, IN FIVE PARTS. Produced by Balboa.

Featuring the Remarkable Child Actress, Marie Osborne, creator of "Little Mary Sunshine"

The production and the supporting company are up to the mark. But the biggest thing about the picture is little Marie Osborne with her endowment of beautiful childhood and her power to please.

Pathe's British and American Gazettes
Depicting all the principal events.

"A HUSBAND'S SUSPICIONS" — Delightful Comedy.

"THE LONELY PRINCESS" — One Reel Drama

MATINEE, Today, May 27 at 3 p.m.

"WHO'S GUILTY"

4 parts.

TOWA CINEMA THEATRE

No. 3 Woochang Road (Near Chapoo Road)

Programme for May 27th

"DETECTIVE CRAIG'S COUP"

Sensational Detective Drama In Four Parts.

"BRAVO, BUNKS"

Amusing Comedy.

"THE ISLAND OF KYUSHIU"

Southern Japan

Interesting Travel Picture

Two shows each night, 7.15 and 9.15
Matinee, Today at 2.30

Commencing Monday, May 28th.

"THE IRON CLAW"

Showing 11th and 12th Episodes, entitled:
"THE SAVING OF DAN O'MARA"
and
"THE HAUNTED CANVAS"
Four Reels.

Passengers Departed

Per C.P.O.S. s.s. Empress of Japan for Vancouver:—Messrs. S. Y. Chuan, A. Christian, and G. C. Denham, Miss G. M. Denison, Mr. O. B. Gainsborough, Mr. L. R. A. Hart, Rev. H. M. Harris and family, Miss G. E. Hill, Rev. A. E. Johns and family, Mr. J. O. Kierueff, Miss Stephens G. Lewis, Mr. McGregor Party, Mrs. G. M. Ross, Master Ross, Mr. and Mrs. H. S. Smith and 4 children, Mr. N. Z. Town, Miss L. White, and Mr. Stanley Wilson.

Launch Services

TOMORROW

The tender conveying passengers and mails to the T.K.K. s.s. Tenyo Maru will leave the Customs jetty at 11 a.m.

The launch conveying passengers to the N.K.K. s.s. Talee Maru will leave the Canton Road jetty at 11 p.m.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
May 28	11.00*	San Francisco	Tenyo maru	Jap.	Alexander
" 28		Tacoma & Seattle Wash	Manila maru	Jap.	O. S. K.
June13	5.00*	Victoria B.C. & Seattle	Kamakura maru	Jap.	N. Y. K.
" 14	"	San Francisco	Nippon maru	Jap.	Alexander
" 22		San Francisco	Shinyo maru	Jap.	Alexander
" 25	4.00*	Victoria B.C. & Seattle	Shidzuoka maru	Jap.	N. Y. K.
" 26	"	San Francisco	China	Am	G. J. Pet.
" 27	"	Tacoma & Seattle Wash	Mexico maru	Jap.	O. S. K.

FOR JAPAN PORTS

May 28	11.00*	Nagasaki, Kobe & Yokohama	Tenyo maru	Jap.	Alexander
" 28		Kobe	Kashima maru	Jap.	N. Y. K.
" 29	4.30*	Nagasaki, Moji & Kobe	Chikugo maru	Jap.	N. Y. K.
" 31	6.00*	Kobe & Osaka via Moji	Kumano maru	Jap.	N. Y. K.
June 2	"	Nagasaki, Moji and Kobe	Hakusan maru	Jap.	N. Y. K.
" 5	"	Nagasaki, Moji & Kobe	Yawata maru	Jap.	N. Y. K.
" 7		Kobe & Osaka	Kasuga maru	Jap.	N. Y. K.
" 8	5.00	Nagasaki	Simbirsk	Rus.	R. V. F.
" 9	"	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N. Y. K.
" 13	"	Kobe	Kamakura maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

June 3	8.30*	Liverpool etc.	Katori maru	Jap.	N. Y. K.
" 10	9.00*	London etc.	Kamo maru	Jap.	N. Y. K.
" 24	"	Liverpool etc.	Kashima maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

May 27	D.L.	Swatow, Hongkong & Canton	Yingchow	Br.	B. & S.
" 24	4.00	Ningpo	Hsin Peking	Br.	B. & S.
" 25	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
" 29	3.30	Ningpo	Kiangteen	Chi.	C.M.S.N.Co.
" 29	D.L.	Hongkong & Canton	Chenan	Br.	B. & S.
" 24	D.L.	Swatow, H'kong and Canton	Wingsang	Br.	J. M. & Co.
" 29	A.M.	Hongkong & Canton	Kwangtah	Chi.	C.M.S.N. Co.
" 29	A.M.	Foochow	Haean	Chi.	C.M.S.N. Co.
" 31	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br.	B. & S.
June 2	"	Takao via F'chow & K'lung	Taichi maru	Jap.	O. S. K.
" 3	D.L.	Hongkong and Canton	Anhui	Br.	B. & S.
" 5	D.L.	Hongkong & Canton	Sunning	Br.	B. & S.
" 8	"	Takao via F'chow & Keelung	Keelung maru	Jap.	O. S. K.
" 8	"	Hongkong	Shidzuoka maru	Jap.	N. Y. K.
" 12	"	Hongkong	China	Am.	G. J. Pet.

FOR NORTHERN PORTS

May 29	3.00	Weihaiwei, Chefoo & T'tsin	Shuntien	Br.	B. & S.
" 29	4.30	Dalny	Sakaki maru	Jap.	S. M. R.
" 29	D.L.	Chefoo & Newchwang	Foochow	Br.	B. & S.
" 29	A.M.	Chefoo & Tientsin	Anping	Chi.	C.M.S.N. Co.
" 30	D.L.	Antung	Wenchow	Br.	B. & S.
" 30	3.00	Tsingtao	Sanyo maru	Jap.	S. M. R.
" 30	D.L.	Haichow & Eching	Hangchow	Br.	B. & S.
" 31	D.L.	Chefoo & Dalny	Singan	Br.	B. & S.
" 31	10.00*	Weihaiwei, Chefoo & T'tsin	Tungchow	Br.	B. & S.
" 31	"	Tientsin direct	Kwangping	Br.	K. M. A.
June 2	10.00*	W.h.w., C'foo & T'tsin	Shengking	Br.	B. & S.
" 8	3.00	Vladivostock	Simbirsk	Rus.	R.V.F.
" 11	"	Tientsin & Dalny	Koboku maru	Jap.	O. S. K.

FOR RIVER PORTS

May 27	M.N.	Hankow etc.	Kiangkwan	Chi.	C.M.S.N.Co.
" 28	M.N.	do	Talee maru	Jap.	N.K.K.
" 28	M.N.	do	Luenho	Br.	J. M. & Co.
" 28	M.N.	do	Kiangyung	Chi.	C.M.S.N.Co
" 29	M.N.	do	Luenyi	Br.	B. & S.
" 29	M.N.	do	Fengyang maru	Jap.	N.K.K.
" 29	M.N.	do	Suiwo	Br.	J. M. & Co.
" 29	D.L.	Hankow	Wuhu	Br.	B. & S.
" 30	M.N.	Hankow etc.	Ngankin	Br.	B. & S.
" 30	M.N.	do	Yohyang maru	Jap.	N.K.K.
June 1	M.N.	do	Tatung	Br.	B. & S.
" 2	M.N.	do	Wuchang	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
May 26	Ningpo	Kiangteen	2012	Chi.	C.M.S.N. Co.	KLYW
" 26	Foochow	Haean	1889	Chi.	C.M.S.N. Co	KLYW
" 26	Japan	Chikugo maru	1446	Jap.	N. Y. K.	NYKW
" 26	Hongkong	Chenan	1068	Br.	B. & S.	CNPW
" 26	Hankow	Luenho	1520	Br.	J. M. & Co.	SHW
" 26	Hongkong	Kwangtah	1536	Chi.	C.M.S.N. Co.	KLYW
" 26	Hankow	Talee maru	1126	Jap.	N.K.K.	LPDW
" 26	Tientsin	Shuntien	1082	Br.	B. & S.	CNW
" 26	Hankow	Kiangkwan	2085	Chi.	C.M.S.N. Co	KLYW
" 26	Hankow	Kiangyung	1451	Chi.	C.M.S.N. Co.	KLYW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
May 26	Hankow etc.	Nanyang maru	968	Jap.	N.K.K.
" 26	Japan	Omi maru	3222	Jap.	N. Y. K.
" 26	Hankow etc.	Ningshao	2321	Chi.	N.S. Co.
" 26	Hankow etc.	Poyang	1892	Br.	B. & S.
" 26	Weihaiwei, Chefoo & T'tsin	Fengtien	1073	Br.	B. & S.
" 26	Ningpo	Kiangteen	2012	Chi.	C.M.S.N. Co.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
P&OBI	Apr. 16	Cruise	Monocacy	Am g-b.	190	2	43	McFeaters
P&OBI	Apr. 29	Cruise	Palos	Am g-b.	190	2	43	Delano
BNS	Apr. 13	Cruise	Quiros	Am g-b.	350	4	55	Lewis
7P	Apr. 14	Cruise	Samar	Am g-b.	243	4	33	Brown
BNS	Apr. 14	Cruise	Villalobos	Am g-b.	370	4	55	Partello

The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU.—The s.s. Tenyo Maru 22,000 tons Capt. H. S. Smith, will leave on Monday, May 28. The tender conveying passengers and mails will leave the Customs jetty at 11 a.m. For passage apply to Toyo Kisen Kaisha, T. N. Alexander Agent.

TACOMA and SEATTLE, calling at VICTORIA, B.C., via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The str. Manila Maru, Capt. N. Kobayashi, will be despatched from on Monday, May 28, at ——— Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs jetty for conveyance of passengers and mails to the steamer, at ——— on the ———. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4224 and 4047.

Vessels Loading

For River Ports

HANKOW and PORTS.—The str. Kiangkwan, Capt. C. B. Conley, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co.'s str. Talee Maru, Capt. S. Honjo, will be despatched from Pootung N.K.K. wharf on Monday, May 28, at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Luenho, 2,868 tons, Capt. Jackson, will leave on Monday, May 28, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The str. Kiangyung, Capt. Wm. McIlwain, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Suiwa, 2,671 tons, Captain Sellar, will leave on Tuesday, May 29, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s str. Luenyi, Captain Frazier, will leave from the French Bund on Tuesday, May 29, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Co.'s str. Fengyang Maru, Capt. S. Takano, will be despatched from N.Y.K. wharf on Tuesday, May 29, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The China Navigation Co.'s str. Ngankin, Capt. Newcomb, will leave from the French Bund on Wednesday, May 30, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s str. Tatung, Captain Williams, will leave from the French Bund on Friday, June 1, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s str. Wuchang, Capt. Pickard, will leave on Saturday, June 2 at about 12 o'clock midnight. For Freight, apply to Butterfield and Swire, Agents. Tel. No. 77.

For Southern Ports

SWATOW, HONGKONG and CANTON.—The China Navigation Co.'s str. Yingchow, Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, May 27, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R., will leave from the French Bund on Monday, May 28, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tls. No. 401.

HONGKONG and CASTON.—The str. Kwangtah, Capt. C. Stewart, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The str. Haean, Capt. F. H. Wallace, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s str. Chenan, Capt. P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, May 29, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s str. Sinkiang, Capt. Benson, will leave from the French Bund direct for the above ports on Thursday, May 31, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

CHEFOO and TIENTSIN.—The str. Anping, Capt. W. R. Wallace, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Shuntien, Capt. Northcombe, will leave from the French Bund on Tuesday, May 29, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The China Navigation Co.'s str. Foochow, Capt. C. R. Mecham, will leave on Tuesday, May 29, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

ANTUNG.—The China Navigation Co.'s str. Wenchow, Capt. A. McDowell, will leave on Wednesday, May 30, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

TIENTSIN DIRECT.—The Kailan Mining Administration s.s. Kwangping, May 31. For Freight or Passage, apply to Agent, No. 1 Jinkee Road. Tel. No. 319.

CHEFOO and DALNY.—The China Navigation Co.'s str. Singan, Capt. G. D. S. Mills, will leave on Thursday, May 31, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Tungchow, Capt. Bennett, will leave from the French Bund on Thursday, May 31, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

C. N. C.

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*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—s.s. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

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(For Tacoma and Seattle, Wash.)
Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu Yokohama and Victoria, B. C.

			arr.	leave.
"MANILA MARU"	...(18,000 tons)	Capt. N. Kobayashi	May 27,	28
"MEXICO MARU"	...(12,000 tons)	Capt. T. Yamaguchi	June 26,	27
(For Hongkong)			arr.	leave.
"CANADA MARU"	...(12,000 tons)	Capt. T. Suruga	July 4,	5

CHINA COASTING LINE

For Tientsin and Dairen			arr.	leave.
"KOHOKU MARU"	..(2,610 tons)	Capt. K. Saito	June 9,	11
For Foochow, Keelung and Takao.			arr.	leave.
"KEELUNG MARU"	..(1,269 tons)	Capt. T. Kamiashi	...June 6	8

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

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H. YAMAUCHI, Manager.
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G. M. JACKSON, General Agent Passenger Dept.
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SEMI-TROPICAL ROUTE.

Proposed Sailings for San Francisco.

"TENYO MARU"	22,000 Tons.	May 28	1917
"NIPPON MARU"	11,000 "	June 14	"
"SHINYO MARU"	22,000 "	" 22	"
"PERSIA MARU"	9,000 "	July 6	"
"KOREA MARU"	20,000	July 14	1917

TENYO MARU sails May 28th for San Francisco. Tender leaves Customs Jetty at 11 a.m., May 28th.

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

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SAN FRANCISCO
VIA NAGASAKI KOBE YOKOHAMA AND HONOLULU
JUNE 26, SEPT. 8, NOV. 19.

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REDUCED RATES TO MISSIONARIES

FOR HONGKONG
JUNE 12, AUG. 26, NOV. 6.

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SAILINGS FROM SHANGHAI.

(Subject to alteration.)

EUROPEAN LINE.

For London or Liverpool via Hongkong, Singapore, Malacca, Penang, Colombo, etc.

	Tons		
KATORI MARU**	19,000	———	June 3
KAMO MARU	16,000	———	June 10
KASHIMA MARU** ...	19,000	———	June 24

**For Liverpool.

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

KAMAKURA MARU ..	12,500	Capt. T. Shirai,	June 13, 1917
SHIDZUOKA MARU ...	12,500	Capt. J. Noma,	June 26, 1917
INABA MARU	12,500	Capt. K. Higo,	July 21

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,500	Capt. Y. Yui,	May 29
HAKUAI MARU	5,000	Capt. K. Takano	June 2
YAWATA MARU	7,000	Capt. K. Yasuhara,	June 5
YAMASHIRO MARU ..	7,000	Capt. K. Sudzuki,	June 9
OMI MARU	7,000	Capt. M. Machida,	June 12

KOBE TO SEATTLE.

TAMBA MARU	12,500	Capt. K. Akamatsu	June 1

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. K. Yagiu,	May 31
KASUGA MARU	7,000	Capt. K. Yagiu,	June 7

FOR JAPAN.

KASHIMA MARU	19,000	Capt. E. Tozawa,	May 28
KAMAKURA MARU ...	12,500	Capt. T. Shirai,	June 13

FOR HONGKONG.

SHIDZUOKA MARU ...	12,500	———	June 5, 1917

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan Ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
TANGO MARU ...	14,000	———	June 19, 1917
NIKKO MARU	10,000	———	July 17, 1917
AKI MARU	12,500	———	Aug. 14, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

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CHINESE GOVERNMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

0000 — Midnight. 1330 — 1330 p.m.

September 1st, 1916, and until further notice

Mail 101	Mail 3.	Luxe 1.	Miles	Peking-Mukden Line	Luxe 2.	Mail 4.	Mail 102.
B. s.	B. s.	B. S.			B. S.	B.	B. s.
2008	838	300	0	dep. Peking arr.	12284	1988	1089
2348	1119	635		arr. Tientsin-Central dep.	1588	1700	720
2380	1137	640	84	dep. Tientsin-Central arr.	1980	1648	718
000	1138	600		arr. Tientsin-East dep.	1928	1645	709
1910	530	2340	524	arr. Mukden dep.	280		1040

Local 5.	Mail 3.			Tientsin-Pukow Line		Mail 4.	Local 6.
	B. s.					B. s.	
718	1130	—	0	dep. Tientsin-East arr.	—	1705	1930
728	1140	—		arr. Tientsin Central dep.	—	1635	1941
728	1200	—	2.71	dep. Tientsin-Central arr.	—	1631	1911
1128	1500	—	78	dep. Tsangchow dep.	—	1328	1508
1457	1748	—	148	dep. Techow dep.	—	1048	1158
1801	2021	—	—	arr. Tsinanfu dep.	—	800	845
7.	:	—	220	:	—	:	8.
800	2031	—	—	dep. Tsinanfu arr.	—	756	1813
1089	2231	—	186	dep. Taianfu dep.	—	601	1542
1300	008	—		arr. Yanchowfu dep.	—	349	1311
1318	049	—	318	dep. Yanchowfu arr.	—	339	1258
1588	316	—	377	" Liecheng dep.	—	120	1032
1816	600	—	—	arr. Hsuchowfu dep.	—	2336	810
9.	:	—	420	:	—	:	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2007
1184	888	—	523	arr. Pengpu dep.	—	1958	1442
1206	840	—		dep. Pengpu arr.	—	1946	1432
1697	1132	—	600	dep. Chuchou dep.	—	1648	928
1843	1300	—	681	arr. Pukow dep.	—	1530	738

Express 16.	Express 10.			Shanghai-Nanking Line		Express 1.	Express 15.
B. S.	B.					B.	B. S.
.	1420	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
1200	1430	. .	. .	dep. Nanking arr.	. .	1418	620
708	2130	. .	198	arr. Shanghai-North dep.	. .	738	2300

Yanchowfu-Tsinanfu Branch Line						Liuhsung-Tsochuang Branch Line					
900	1300	2130	d. Yanchowfu a.	630	1230	2000	530	1110	1800	d. Liuhsung a.	810	1410	2100
1047	1435	2255	a. Tsinanfu d.	523	1125	1850	638	1218	1908	a. Tsochuang d.	703	1303	1953

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

900 — train runs on Thursday only. 230 — train runs on Fridays only.

| 230 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

0 — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

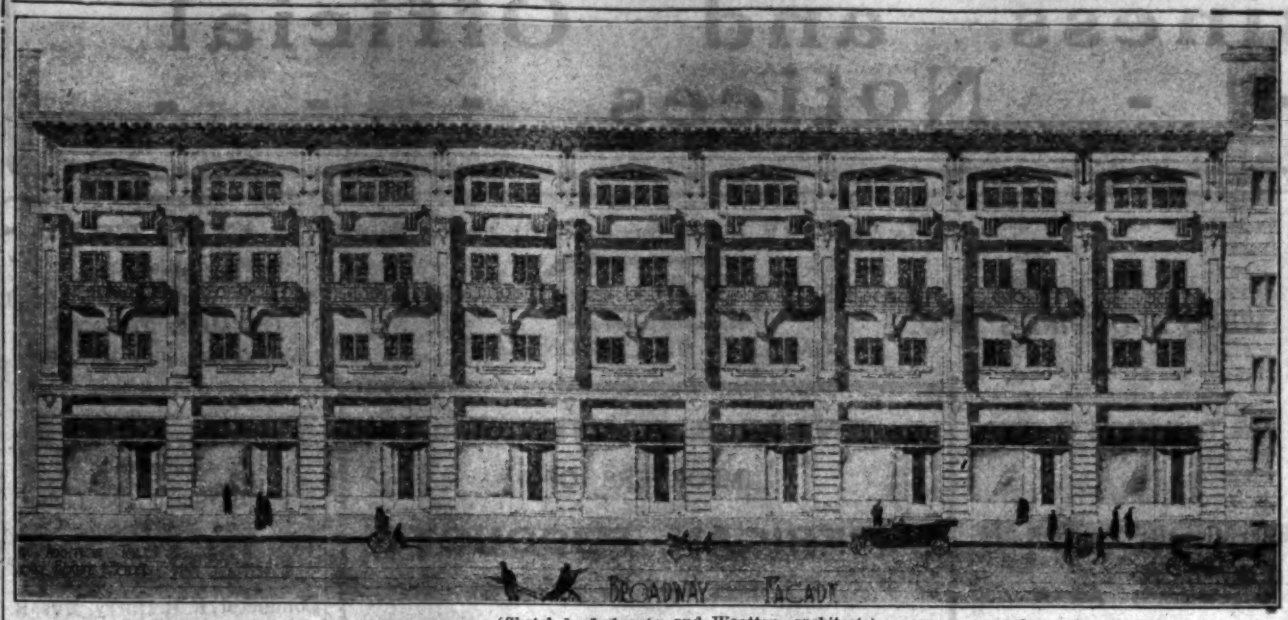
Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER

Tientsin, September, 1916.

Handsome Broadway Addition To Be Put Up By Astor House



(Sketch by Lafuente and Wootten, architects)

The new Broadway extension for the Astor House, on which work is to be started in the near future, is to add a very neat and elaborately fitted wing to the hotel judging by the plans of the architects, Lafuente and Wootten. The addition will comprise three re-enforced concrete floors to be placed above the present shops which are a part of the hostelry on the Broadway side. Twenty-seven spacious rooms overlooking the thoroughfare will be added to the hotel capacity, nine on each floor.

The facade of the extension will have an exceedingly trim appearance. A trace of Mexican architecture is seen in its construction, especially in the balconies which will be provided on the second floor. The rooms will be 20 by 21 feet and each will be provided with private bath, fireplace, specially ventilated clothes closet, built-in wardrobe and two large windows. Bedrooms will be finished in mission style, all woodwork to be hardwood stained, while corridors will have panel wainscoting, also of hardwood and stained. Bathrooms are to be finished with white glazed 6 by 6 inch tiles, wainscot and floor.

ADD HUNDREDTH PLANE TO OVERSEAS FLOTILLA

Shanghai And Durban Start On Second Hundred; Mr. Long Eulogises Colonies

(Reuter's Agency War Service)

London, May 24.—At the annual meeting of the Overseas Club Mr. Walter Long handed over a cheque to the Royal Flying Corps for the purchase of the hundredth aeroplane of the Overseas Imperial Aircraft Flotilla subscribed by British subjects over-seas. It was explained that since this cheque was received Durban and Shanghai have provided the cost of additional machines.

Mr. Walter Long, after paying a glowing tribute to the Air Service, alluded to the Colonies. He said that there were those in that country even today who failed to recognise the future of the Over-seas Dominions and who were blind to the possibilities of the British Empire.

Some of the Empire's greatest possibilities were to be found in its most distant parts. If the Empire was going to be what it ought to be, namely, the most united, self-reliant and peace-loving in the world, their people must realise its immense potentialities in its more distant possessions, the immensity of which few of them today could realise.

The days of lip-service to the Over-seas Dominions had gone. The testimony of regard the British Government had received during the war from native races touched him to the very heart. Many such testimonies had been received thanking them for relief from German rule.

TEA IMPORTATION

(Reuter's Agency War Service)

London, May 23.—In the House of Commons, today, Sir J. D. Rees suggested that the Secretary of State for India and the Secretary of State for the Colonies might obtain prohibition of the import of Java tea to Australia in favor of Indian and Ceylon tea.

Mr. Austen Chamberlain replied that the matter was entirely within the discretion of the Commonwealth Government. If that Government saw fit to give an advantage to Indian tea over foreign tea, needless to say he would welcome it, but he did not think he could usefully and properly act regarding a particular industry.

Three Fire Alarms Rung in Single Night

Responding to three calls Friday night and yesterday the fire department found that two of them were false alarms while the other was about the same thing.

A glare thrown into the sky by a Chinese foundry at Dixwell and East Hanbury Roads caused a general alarm to be turned in Friday evening. Nos. 1, 2 and 4 companies turned out for the mistake.

Smoke coming from a window at 11 Shantung Road caused a call by a foreign police officer at 1.38 a.m. yesterday. Companies 1 and 4 found a small metal smelter at work inside. The real blaze occurred at k.109 Tientsin Road where embers from a stove fired the kitchen. Inmates of the place had the fire out when the company arrived.

FUKOAKA TO DIE

Reuter's Pacific Service to The China Press

Osaka, May 26.—The murderer Fukoaka has been sentenced to death.

More Than 20,000 Captured by French In Spring Offensive

Germans Lose Initiative; Their Reserves Immobilised, M. Ribot Declares

(Reuter's Agency War Service)

Paris, May 23.—When the French Chamber resumed its sittings, yesterday, the Premier, M. Ribot, made a speech in the course of which he defined the objects of France in the war and said that the formula: "Without annexations or indemnities" will not hold good where it is a case of restitution founded upon right and justice. This sophistry will not hold good either when it is a case of taking into account the terrible ravages inflicted by barbarism upon France.

M. Ribot also dealt with military and naval questions. Referring to the offensive which commenced on April 16, he said that the offensive had not failed to achieve important results which do France honor. "It rendered us masters of the offensive which we should have had to sustain and immobilised all the German Army Reserves before us. We made more than 20,000 prisoners, took 500 cannon and reconquered a portion of our territory."

The Premier then announced that debates on the submarine question would come up on Friday. He said that the matter should be taken seriously but there was no need for exaggeration. The number of vessels torpedoed in May was considerably less than in April.

Coming to the question of France's foreign policy, M. Ribot declared that the Russian people had never thought of making a separate peace. The best proof of this was a telegram he had received that morning from the Russian Minister of Foreign Affairs, who said that Free Russia will never give way and the Russian Government can never forget that the wonderful efforts put forth by the French people during the Russian crisis attracted the German forces to the Western Front and enabled Russia to re-constitute her Forces.

As for conditions of peace, M. Ribot remarked that the German sophism of peace without annexations or indemnities could not apply to Provinces once taken by force but no one disputed the right of the German people to free development and if the Germans realised this it would be comparatively easy to restore peace. Such a peace would be made on conditions worthy of France. If the enemy did not accept it, it would be forced on them.

British Have Greater Success in Food War

Curzon Says Consideration For Racing Due To Likely Improvement Soon

(Reuter's Agency War Service)

London, May 24.—In the House of Lords, today, Earl Curzon said that the reason the Premier had suggested a postponement of the decision for the stoppage of racing mentioned yesterday was that their greater success in grappling with submarinism might alter the food situation during the next six weeks or two months.

At The Theaters

The season seems still to be at full flood at the local playhouses, each of which announces a strong bill for the coming week.

Mr. Chung Ling-soo, who baffles everybody and has caused much delight at the Victoria the past few nights, remains at that theater for further performances. In fact, so great has been the delight among the magician's audiences and so steady the demand for seats to see him and his company of London vaudevillians, that the management has decided to give two performances nightly, beginning tomorrow. The first house will start at 7 o'clock, when Mr. Chung Ling-soo will present his entire program of puzzling stunts. Prices for this performance are listed at $1.50, $1.00 and 50 cents. The second house opens at 9.15 when, in addition to the Chinese expert's mysterious work, the vaudeville company will put on their popular numbers. Usual prices will rule for the final show.

The first Hula-Hula dancer ever seen in Shanghai is announced to appear at the Apollo shortly. "Zona" is the name of the woman who is to give this famous dance its local premier. She is an American by birth and has been schooled in the Hula-Hula dances by the experts of the Hawaiian Islands. She comes to Shanghai following a three months' engagement in Manila. She is on her way back to the States.

"Shadows and Sunshine," the five-part Pathe success featuring Marie Osborne, remains the headliner at the Apollo for this evening and "Who's Guilty?" will be shown at the 3 o'clock matinee.

The new Isis theater has a special feature which will be given for one night only, tonight, at the two evening performances. This is the recent Triangle masterpiece "Going Straight," a five-part drama of undoubted power portrayed by two famous American screen stars, Norma Talmadge and Ralph Lewis. Miss Talmadge plays the part of the wife of a reformed rogue and has a dramatic time of it keeping her husband out of the life he has abandoned. The Isis also announces the first and second series of "The Zudora Mystery."

Elsie Janis, fascinating American actress, beloved of vaudeville fans and idolised by the lovers of musical comedy, has gone into the movies with other stars of the legitimate stage and her first Shanghai appearance at the Olympic begins tonight. She meets Shanghai audiences as the heroine of a popular Paramount production, "Betty in Search of a Thrill." The program runs only three days, today, Monday and Tuesday.

At the Towa Theater tomorrow night will be seen two new episodes of the mystery picture, "The Iron Claw." For tonight there will be the detective drama, "Detective Craig's Coup" and a comedy "Bravo, Bunks." A special attraction will be the travel picture, showing scenes on the Island of Kyushiu in Southern Japan.

The coming of warm nights finds St. George's Gardens more and more attractive. The pleasure of seeing good pictures out in the cool makes the gardens as popular as ever.

Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on May 22, 1917.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	none
Cod	"	12-14
Mandarin	"	20-30
Mackerel	"	16-20
Pomfret	"	12-14
Salmon	"	18-20
Samli	"	20-30
Soles	"	20-30
Whitebait	"	none
Game, Poultry and Eggs		
Deer	each	none
Duck	"	40-70
Eggs	per doz.	15-17
Fowl	per lb.	20-22
Geese	each	50-80
Hare	"	none
Partridge	"	none
Pheasant	"	none
Pigeons	"	20-25
Plover	"	none
Quail	"	none
Snipe	"	12-14
Turkey	per lb.	40-45
Teal	each	10-12
Wild Duck	"	30-35
Wild Geese	"	none
Woodcock	"	30-40
Wild Pigeons	"	none
Fruit		
Apples	per lb.	14-20
Apricots	"	none
Bananas	"	7-8
Cherries	"	none
Cocoanuts	each	15-18
Chestnuts	per lb.	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	7-8
Lichees	per lb.	12-15
Mangoes	each	10-15
Mangosteens	per doz.	50-60
Melons	each	none
Oranges	per lb.	16-18
Peaches	"	none
Persimmons	"	none
Peeboes	per lb.	8-10
Plums	"	6-8
Pumeloes	each	15-20
Pears	per lb.	10-12
Strawberries	"	10-15
Walnuts	"	10-12
Pineapple	each	none
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	15-20
Bamboo Shoots	per lb.	10-12
Broad Beans	"	2-3
Beetroot	per bunch	2-3
Cabbage	each	4-5
Celery	per bunch	2-3
Carrots	"	2-3
Cauliflower	each	10-15
Egg Plant	per lb.	8-10
French Beans	"	10-12
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	40-60
Onions	per lb.	5-6
Peas	"	4-5
Potatoes	per pic.	$2.40-3.00
Parsnips	per lb.	5-6
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	"	6-8
Turnips	per bunch	2-3
Grain and Flour		
Flour, American	per 50 lb.	$5.50
Flour, Shanghai	per 50 lb.	$2.80
Rice	per 200 lb.	$8.00
Milk		
Foreign dairies	per bottles	20
Chinese dairies	"	17
Fodder		
Barley	per 114 lb.	$2.35
Bran	"	$2.15
Fuel		
House Coal	per ton	Tls. 13.00
Stove Coal	"	Tls. 17.40
Firewood	per 50 bundles	$1.00

E. KILNER,
Chief Inspector.

No Household

can be really happy if any of its members are ailing. Sound health in a family is a boon priceless beyond words, and without it, success and felicity are practically impossible. Much illness is positively unnecessary and is occasioned chiefly by neglect. Much anxiety given on this account to near and dear ones is, therefore, avoidable. It is of the utmost importance that a reliable remedy should always be at hand to relieve the earliest symptoms of indisposition. Beecham's Pills are an excellent household medicine—safe to take and sure in their curative results. No bogo

Should Be Without

them. They exercise a beneficial effect upon the liver, stomach, kidneys and bowels. They give speedy relief, and, in time, they remove, most of the ailments connected with these important organs. Attacks of biliousness, constipation, flatulence, headache, dyspepsia and other disorders of the digestive system are speedily dispelled by

BEECHAM'S PILLS.

There is yet another point that you should mark on the tablet of your memory. Beecham's Pills, in addition to their acknowledged value in kidney, liver, and stomach disorders, have a specially beneficial effect in such ailments as are peculiar to women, many of whom endure needless pain and ill-health through ignorance of this important fact.

Sold everywhere in boxes,
price 9½d (36 pills) 1/1½ (56 pills) & 2/9 (168 pills).

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Your teeth are your best friends, so why abuse them? Decayed and diseased teeth and their faulty, artificial substitutes, in addition to being a handicap to proper mastication, are cesspools of infection and filth.

Micro-organisms responsible for tuberculosis, typhoid fever, erysipelas, and other diseases are commonly found in tooth cavities and diseased gum pockets, from which recesses they are absorbed into the blood and lymph streams.

They are also distributed to the organs associated with the mouth, and through the saliva are transmitted to the stomach, and through breathing to the lungs.

They are a menace to those with whom you come in contact, because they are distributed when talking, spitting and coughing.

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34 Nanking Road, Shanghai.

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CULTY DAIRY Co., Limited

13964

NOTICE

IT is hereby notified that the Pharmacy of the Eden Dispensary has been in my charge since the 1st of January, 1917, and that its management is entirely separate from that of the other departments of the said dispensary.

Signed. C. K. YII,
Manager of Pharmacy.

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

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An excellent Butter for table or cooking.

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SHANGHAI ROWING CLUB

SPRING REGATTA AT HENLI
June 2nd and 3rd, 1917

MOTOR BOAT RACES

TWO races will be provided for, one for high speed boats, and one for boats fitted with engines not exceeding 6 h.p. Entries should be forwarded to the undersigned as soon as possible.

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Members and visitors requiring houseboat berths at Henli are requested to make early application. Stations will be allotted in the order in which applications are received.

GENERAL ARRANGEMENTS

By the courtesy of the Railway authorities, arrangement has been made to have sleeping cars stationed at Henli during the week end, and at the Regatta. Sleeping berths for ladies and gentlemen may be reserved on application to the undersigned. Meals will be served on dining coach on railway siding, and also in the dining tent on the lawn.

By Order of the Committee,
C. V. JENSEN,
13969 Hon. Sec. and Treas.

Olivier Building

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NOTICE is hereby given that on and after June 1st the name of the above building will be changed to Central Building, under entirely new management and proprietorship.

A few good Rooms can be booked now.

Good Mixers!

JOHN HAIG

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Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

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in aid of
Sailors' War Orphans' Fund
OLYMPIC THEATRE
Wednesday, 30th May, 1917
at 9.15 p.m.
Under patronage of
Sir E. D. H. Fraser, K.C.M.G.
Chairman
Sir Havilland and Lady de Sausmarez

Chorus of 50 Voices

Conductor, R. B. Hurry, Mus. B.

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Ticket-holders are reminded that their tickets for reserved seats must be exchanged at Moutrie's; or at the Olympic on the evening of the concert.

13943

SHANGHAI HORTICULTURAL SOCIETY

Alteration of date

The annual Spring Flower Show will be held in the Town Hall on Friday, June 1st, instead of on May 30th, as previously advertised.

D. MacGREGOR,
Hon. Secretary.

13963

"A1 FRESH INDIAN BUTTER"

1 lb. pat 75 cents

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13967

DEATH

NAFTALY: At the General Hospital, on May 26th, 1917, Joseph Lewis, beloved son of Mr. and Mrs. H. Naftaly, aged 9 months. Deeply regretted. The funeral will take place today at noon at the Mohawk Road Cemetery.

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Business and Official Notices are Continued on Page 17

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2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

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TO LET, with board, well-furnished balcony room with bathroom, also small room. Terms moderate. 12-a Quinsan Gardens.

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FURNISHED HOUSE, No. 4 Route Pottier, to let for few months; 4 rooms with two small rooms, and attic, 3 bathrooms, tennis lawn, stables or garage, vegetable garden. Near trams. Cool. Apply Billings, above address.

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Exchange and Mart

YACHT RAFFLE: Over 100 tickets remaining unsold in the raffle of yacht Laura, it is proposed to draw the sold tickets on the Foam. June 3rd at noon. The first prize to be the Eastman Kodak, and the second prize the balance of proceeds after deducting value of Kodak and expenses of raffle. Objections or sanctions. Apply to Box 88, THE CHINA PRESS.

13971 M 27

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FOR SALE as a going concern, a well-established ladies' tailoring store in best locality of Shanghai. Good investment. Owner leaving for home. Offers to Box 53, THE CHINA PRESS.

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13937 M 27

Jerusalem's 7th Fall

The Sacred City That Has Cost More Human Lives Than Any Other Spot on Earth Again to Pass Into Christian Hands

By Dr. Clifton Harby Levy

JERUSALEM, the Holy City to Jew, Christian and Mohammedan alike, is now to be besieged for the seventh time in history. The British invaders, making their way up from Suez, have taken the short-cut almost due north, instead of taking the roundabout path followed by the ancient Hebrews, when they came out of Egypt under the leadership of Moses, and are drawing their lines around Jerusalem itself.

There is no especial strategic importance in the capture of this city, which controls no rich territory, and does not open the way to any great country, but from a sentimental point of view the capture of the Holy City is of great importance. There is hardly any spot on earth which has cost more human blood in the course of the last two thousand years than this city, unimportant in commerce, unimportant in wealth, important only in sentiment and from a religious point of view.

Every Bible student knows that King David was forbidden to build the Temple at Jerusalem, "because his hands were filled with blood," but not so many remember that this same David had selected the site for the Temple when, according to the command of the Prophet Gad, he was told to erect an altar to God of the Hebrews upon the "threshing-floor of Araunah" in Jerusalem, and that he purchased the great rock which Araunah had used as a threshing-floor, paying the sum of fifty shekels of silver for it, according to 2 Samuel, Chapter XXIV.

This enormous natural rock was afterwards covered by the magnificent Temple of Solomon, and now is shown beneath the dome of the El Aksa Mosque, also called the "Dome of the Rock," because of this sacred stone.

The Mohammedans call it "The navel of the earth," considering it the centre of our planet, second only to the great stone of the Caaba at Mecca.

Long before there was any thought of Mohammedanism, Jerusalem was a great city; even before the Hebrews came into the Promised Land is seems to have been an important centre, probably being a capital of the Amorites. In the famous Tel-Amarna tablets, those cuneiform bricks which have much of royal correspondence of the Sixteenth Century B. C., are letters exchanged between a great king of the Amorites living in Uru-Salimu (Jerusalem) and Amenophis III. of Egypt. Later letters in this collection, between the kings of Egypt and Babylon, refer to disturbances in Palestine and speak of attacks upon Jerusalem by tribes of the 'Abiri or Habiri, which some scholars believe refer to the invasion of the country by the Hebrews under the leadership of Joshua.

David conquered the hilltop of Zion from the Jebusites, and thereafter Jerusalem was known as "The City of David," for he made it a great city. Solomon, his son and successor, was the builder of the Temple, which he erected on the ridge east of the city, where the threshing-floor of Araunah had been consecrated by the altar erected by David. This rock was called by the Hebrews the Sakhrah, and is held to be the "Foundation of the World" by the Moslems, and they also believe that it is a "Rock of Paradise," suspended over the abyss where souls dwell until the Judgment.

When the northern kingdom of Israel was formed, Jerusalem still remained the Capital of the southern kingdom of Judah. The city had been attacked by the Assyrians, but almost miraculously rescued, and in 612, King Josiah had been slain by Necho. Nebuchadnezzar attacked and took the great City of Jerusalem in the eleventh year of King Zedekiah (589-590 B. C.), as related in the Book of Kings and referred to frequently by the Prophet Jeremiah in his speeches. The whole city was then burned and its treasures carried away, with the chiefs of the army, the priests and all but the poorest inhabitants.

According to the Prophet Jeremiah, the exile was to last seventy years, and this is reckoned from the accession of Nebuchadnezzar to the first year of Cyrus (538 B. C.), or from the actual destruction of the Temple to the dedication of the second Temple, rebuilt under the leadership of Ezra and Nehemiah. The reconstructed Kingdom of Judah flourished more or less independently until the Romans, in their struggle for world-conquest, took Jerusalem by siege, in the year 70 A. D. Persia, Syria, Rome itself, had dominated Palestine, and when Herod the Great died, Judea revolted against Rome, which had been exercising a kind of protectorate, appointing kings and governors. Under Agrippa I., Jerusalem had reached the climax of its prosperity (41 A. D.) and this monarch had erected a new wall to the north to defend the new suburbs, but the Roman Emperor, Claudius, ordered the building of the wall stopped. In his time the city must have covered about 300 acres and had some 30,000 inhabitants. In 49 A. D., under Ventidius Cumanus, Roman soldiers insulted the Temple at the Feast of Passover and a riot followed, turning the feasting into mourning. In 52, Felix became Governor, and the Jewish discontent increased, especially when Nero became Emperor two years later.

The last Roman Procurator was Gessius Florus. The Jews rebelled under his barbarities and Vespasian began a march of conquest, starting in Galilee and driving south and west. On July 1, 69, Vespasian became Roman Emperor, and his son, Titus, took the leadership of the army. He had an army of about 60,000 men, a third of whom were his allies and two-thirds Roman soldiers. There were not more than 20,000 fighting men in Jerusalem. But this might have been sufficient had it not been for divisions among themselves. There were three parties among the Jews and, lacking unity of action, they fell an easy prey to the invaders. The siege lasted some 134 days, ending in August, after each one of the three walls had been more or less stubbornly defended. All devices of towers and catapults were used by the Romans, and famine had more to do with the final fall of the city than actual assault. When the Temple was at last captured and set afire, the lower city was at the mercy of the Romans, but the upper city still held out. It was only on the ninth of Av (the Hebrew month) that the city was finally taken, with many captives forced to fight wild beasts at Caesarea.

Much of the spoils of the Temple was taken to Rome, and on the famous Arch of Titus are sculptures of the great golden candlestick and other vessels connected with the worship of the Temple.

It was less than four years after the death of Mohmmed (632), when Omar, after laying siege to Jerusalem for more than four months, finally conquered it, 637 A. D. Omar visited the Sakrah, and finding that the Christians had neglected it, purified and cleared the great stone and built a shrine hard by the rock. For more than four centuries Jerusalem was at peace and the Moslems had made it a great centre of pilgrimage, ranking only after Mecca and Medinah. But in 1077 Jerusalem was besieged and captured by the Seljuk Turks, under the leadership of Atsiz, who pillaged it of its most valuable treasures. Here really was the basis of the Crusades, which were to come with the next generation. It was the oppression of the resident Christians and pilgrims in Jerusalem by the Turks which led up to the first Crusade. It was in 1099 that the Christians appeared before the walls of Jerusalem, the Seljuk princes and generals being engaged in fighting among themselves. It was not merely that the Turks had outraged humanity by persecuting pilgrims and resident Christians, but they had endangered the trade of Italy, which had prospered greatly under the Egyptian Moslems, and the merchant class had as great an interest in the pacification of the East as the neutral nations of our day have in the stoppage of the war and freedom of the seas. Peter the Hermit aroused the populace, and Godfrey of Bouillon (a descendant of Charlemagne) joined with his brother, Baldwin, the first to establish a Latin province in Asia, as Count of Edessa, in leading an army of 10,000 knights and 24,000 foot from Lorraine towards Jerusalem. The Crusaders captured Nicaea from the Seljuk Turks, May 5, 1097, taking Antioch on the way; they reached Jerusalem June, 1099. The city was captured on July 15, when a terrible carnage ensued.

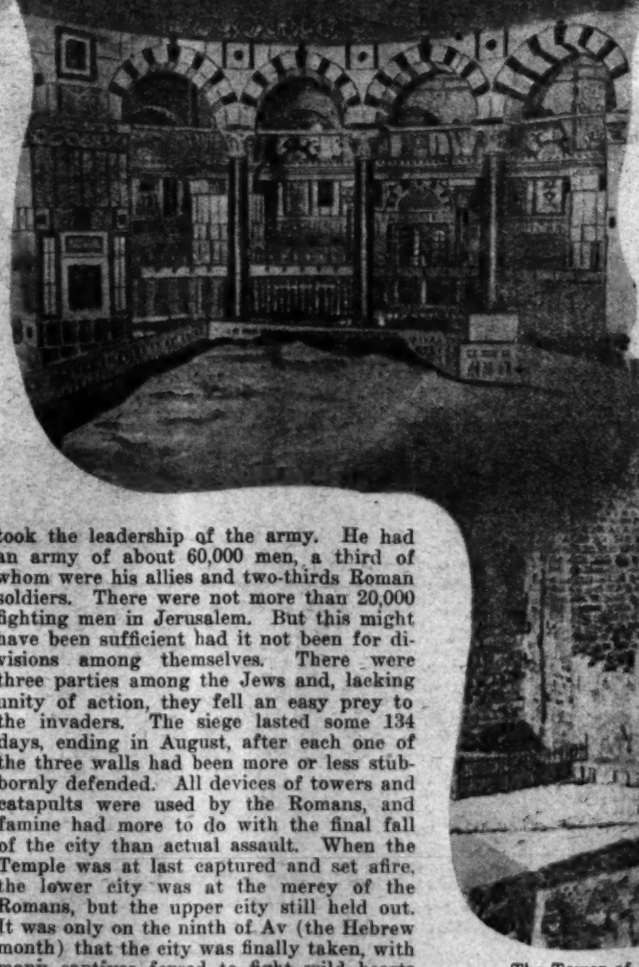
When Saladin loomed up as a great leader, nine years before the fall of the Latin kingdom, it was found that the ramparts of the city had fallen into ruins.

The city was not at all prepared for a siege, and only eight days after Saladin had encamped around the city a breach was effected in the northeast angle of the wall and the defenders were compelled to surrender. Saladin granted most favorable terms, sparing the lives of all in the city, numbering some 30,000, of whom there were 7,000 fighting men, and from that day the Moslem has ruled, notwithstanding other crusades and attempts to capture the City of Jerusalem for Christianity.

The Destruction of Jerusalem, by Kaulbach.
The High Priest Is Seen in the Foreground Committing Suicide as Titus, the Conqueror, Rides on the Right.

The Seven Sieges of Jerusalem.

- Besieged and Captured by the Babylonians, Under Nebuchadnezzar, 590 B. C.
- Besieged and Captured by the Romans, Under Titus, 70 A. D.
- Besieged and Captured by the Moslems, Under Omar, 637 A. D.
- Besieged and Captured by the Seljuk Turks, Under Atsiz, 1077 A D.
- Besieged and Captured by the Crusaders, Under Godfrey, of Bouillon, 1099 A. D.
- Besieged and Captured by the Moslems, Under Saladin, 1187 A. D.
- Besieged and Captured by the British, 1917 A. D. ?



Interior of the Mosque, "Dome of the Rock," Showing the Sacred Rock, Once the Threshing Floor of Araunah.

The Tower of David and Hippicus, a Type of the Modern Fortifications of Jerusalem.

Twilight and Candlelight Gowns

Newest Intimate Dresses of the Season Described by Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris estabishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at 37 and 39 West Fifty-seventh street, New York, and 1400 Lake Shore Drive, Chicago.

A "Candlelight" Gown of White Chiffon, with Gorgeous Cloak of Silver Brocade and Gold

A Russian "Twilight" Gown to Fit "a Dark and Glowing Loveliness"

All "Lucile" Models

A "Twilight" Gown on Greek Lines—Chiffon with Narrow Borders of Embroidery

By Lady Duff-Gordon *("Lucile")*

TO the old neglige, house gown, tea gown or room gown a more poetic title has been given. Because of the hour at which it is most worn and the light in which it is seen it has been named the Twilight Gown.

There is much in a name. The new name bestowed upon the diaphanous and more or less ephemeral robe inspires the designer to more successful and more aesthetic effort. So as the phrase, time worn and never graceful, 'Evening Gown," gives way to "Candlelight," the creator of artistic modes is moved to finer fancy.

On this page I show two of my greatest triumphs in twilight gowns. As far removed from each other as the east is from the west are the two types. Yet in each, in their widely differing sorts, I have tried to show perfection. As the white flame differs from the gorgeously colored butterfly, one of these twilight gowns differs from the other.

My inspiration for the first gown, worn in the intimacy of home and at the poetic hour, was a life-size statue I saw in Athens. Its marble beauty haunted me. The noble lines, the chaste whiteness of it, the loveliness of the head and face and regalness of the form became a part of my life, crystallized into a standard of beauty. For it is indubitable that while the Orientals have given us perfection of color, the Greeks surpassed the world and all time in revelations of the beauty of line. The gown a la Grecque is of soft, but, as you see, voluminous folds of sheerest chiffon. Fold upon fold it falls in smoothly flowing ripples above a foundation of flesh colored chiffon; ending, lending, as the wearer moves, that effect of "cosiness" which, as I have before told you, I always seek. The robe has a narrow border of gold embroidery. The bracelets or ribbon manacles attached to the breast by chou, or rosette of the ribbon, terminate in long, flowing ends depending from the wrist. The device gives a curiously light and graceful touch to the costume.

The antipode of the Greek robe is the barbaric beauty of the Russian gown adapted to the same hour, but designed to frame loveliness of an opposite type. For an effective Greek costume there must be the basis of a Greek type of wearer, of flawless features, noble head and commanding lines. For the Russian robe and its concomitants, barbaric jewels, the owner should have a dark and glowing loveliness. I have never seen a Russian court beauty in the splendor of her national apparel without visions of a peacock proudly flaunting the sunlight in an English park. The costume I show you on this page is one of many colors, but blending as superbly as sunset colors after a rain. The rich folds of emerald satin fall from the waist above a shimmering petticoat of sea-green chiffon light as foam. The bodice and petticoat are richly embroidered in amethyst, silver, mauve and green. With the audacity characteristic of the many colored Russian costume this is accompanied by a copper colored crown.

The large figure shows one of my newest creations for candlelight. White chiffon veils in scant folds a straight and rather narrow robe of pale rose colored satin. The chiffon is embroidered in a bold design of turquoise. The costume borrows greater character and distinction from the short cloak of silver brocade embroidered in gold. The cap has a crown of turquoise brocade, bound by a fillet of silver ribbon. The colors blending in this candlelight raiment I regard as one of my supreme triumphs.

Galsworthy's Welcome To Us

From D'Annunzio came the salute, with a broad sweep of the feathered hat of the true Latin. America was welcomed to the Allied embrace. Now from an Englishman, John Galsworthy, comes a heart-to-heart talk as between members of the same family who always see one another's faults and keep quiet about virtues, however much they may occasion a mutual pride. Galsworthy's letter is "open," though addressed to Senator Lodge, and the New York Times gives others the benefit of the popular English novelist's views.

To him "the coming in of America and the Russian revolution, taken together, give one for the first time a feeling of reality and hope—not so much as to the material issues of the war, though it must greatly hasten victory—for the achievement of great and lasting benefit for the world out of all this tragedy."

For the first time, so he says, one is able to believe that "despotisms will go down in the wreckage of this war," and therefore "its horrors will not have been quite in vain," for democratic Europe will be born. This, it must be remembered, is from the pen of the man who wrote "Strife," a play which represents the warring of social forces, whose action involved much pain and destruction and that emerged with neither loss nor profit, but a plain implication that discussion and compromise could have gained as much. Now he writes:

"We owe to you and to Russia a renewed sense and coherence in our cause. The idealism which was and is implicit in that cause was oozing out under the bitter pressure of this endless struggle. Some of us were beginning to fear that in the end democracy would be forced to the continued use of autocratic militarism, even after the victory had been won; that we, conquering in substance, should be conquered in spirit, and the world set definitely spinning backward. That fear is at an end; the relief is intense. To you and to the Russian revolution we owe that relief in the certainty that the military caste of Germany is doomed.

"Many of ourselves and a still greater number of Germans, especially of German writing men, contemptuously deny that there should be any dissociation of the German people from the German military caste. None the less your President was right in making that distinction. Here is a little true story:

"A Frenchwoman of the invaded countries is sleeping in a room with her two young daughters when the Germans enter their village. An officer knocks and demands lodging for thirty-five men. She shows him other rooms, stables—in fact, plenty of accommodation.

"'That won't do,' and he ordered seven men to sleep in the same room with the mother and the girls, but behind his back his men are shrugging their shoulders, as if saying: 'This is quite unnecessary,' and when he is gone they leave the room of their own accord and go to the stables.

"The woman who was telling my informant this story added:

"'It is not the men who are bad. The men are like ours—the same everywhere. It is the officers, their chiefs—or rather, it is their law.'

"It has been this discovery from the first days of the war, that their chiefs and their 'law' are noxious in the modern world, that has turned so many of us humanitarians and peace-lovers, who had not a speck of original ill-will to Germany, into believers that this 'law'—this philosophy of death—must go down if the life of nations is to be again worth living."

Mr. Galsworthy does not blink the fact that as a rule there is not much love between Englishmen and Americans, and a sojourn in France has taught him why:

"We English lack the quickness and charm which make of the French the people with whom all others can get on, or, at all events, put up with. We English have many good qualities, but, alas, our defects to outer eyes outweigh them. We are, I fear, rather an ungracious lot and the more there is to a man—the more backbone he has—the more strongly this particular characteristic of ungraciousness comes out. Then, too, we are bone-competitive—and so are you. Two of that kidney never did agree too well.

"All the same, Britain and America, beneath all difference and disgruntlement, do really want much the same thing for the world. Both want liberty and life by the light of individual self-respect rather than by rules framed and hanging. Both want humanity of conduct, fair play, and peace. And wanting these things, it will be a million pities if the little present rubs and ranklings of history and your resentment of our 'side' (which is generally mere gaucherie), of our stolidity and cock-sureness, and our dislike of your superior talkativeness and hustle and your cock-sureness, are to stay the growth of that true and deep comradeship which ought to lie between our nations. . . . . .

"Back of all else is a certain majestic common sense in you Americans, and something not very dissimilar in ourselves. We may go on saying in an airy way that we can't stand each other, but I trust and believe we shall find it ever harder to do without each other, ever easier to see that we are made for friendship in this imperfect world.

"Though I am sure that any edginess between us is far more an affair of manner than of anything else, that is not to suggest that our mutual intolerance is a trivial matter. On the contrary, I rather think that manner is the most potent of all causes for dislike, and I heartily wish we English could improve ours, for I think we are most to blame."

War-Time Wallops

The Germans are over tactful; Mr. Wilson is over tactful.—*New York Sun.*

"Small potatoes" has ceased to be a phrase of depreciation.—*Wall Street Journal.*

All these signs of patriotism are extremely annoying to the pacifists.—*Philadelphia North American.*

What a suggestive similarity between the words "potato" and "potentate!"—*Atlanta Constitution.*

International law may not be easy to define, but anybody can recognise an international outlaw.—*Toledo Blade.*

It appears that we are not the only nation that has been doing a little watchful waiting in Mexico.—*New York Sun.*

There are more red stripes than white in the American flag, a fact that the Senatorial twelve do not seem to know.—*New York World.*

Why not insist on a referendum in Germany, too, before there can be any declaration of war between the two countries?—*Rochester Democrat and Chronicle.*

Lloyd George is cutting Britain's imports in order to beat the Germans, and the Kaiser is cutting Britain's imports in order to beat the British.—*Charleston News and Courier.*

Texas, Arizona, and New Mexico will remember how the Kaiser paid Turkey with Egypt, Greece with Cyprus, Italy with the Trentino, and Sweden with Finland.—*Wall Street Journal.*

"Starve Europe and feed America!" is the slogan of the food embargoists. Why not cut off the supply of grain from America's distilleries, and feed both America and Europe?—*Philadelphia North American.*

The Council of National Defense has asked Americans to show consideration for aliens. This is sensible and proper. Perhaps now some magnanimous alien will counsel his fellows to show consideration for Americans.—*New York Sun.*

LOVE AND A LONELY MAN

They Get Together, Sure as Fate, in 'The Triflers,' a Romance

All at once everything goes wrong with Monte Covington in Europe. His accustomed maitre d'hotel is dead at Nice. He is restless on the curves at Davos. He finds Monte Carlo profitless and stupid. His whole established bachelor schedule falls to pieces. It is not until he meets Marjory Stockton quite unexpectedly in Paris that he realises that he is lonesome.

After that meeting, Frederick Orin Bartlett's "The Triflers" (Houghton-Mifflin Company), in which it happens, develops rapidly into a love story which in normal times should be a summer reader's delight. Covington is big, strong, rich and out of Harvard. Marjory is lovely, rich and persecuted by a mad pursuer. A marriage of chivalry is entered into impulsively. There is a purely platonic start on an automobile honeymoon trip. And what could any reasonable reader expect after that?

A LOVE STORY OF BOSTON

'Louisburg Square' Is Full of the Charmed Life of Beacon Hill

For an anxious moment in Robert Cutler's "Louisburg Square" (Houghton-Mifflin Company) we are threatened with the pains of a sacrifice of young love on the altar of womanly compassion. Fortunately the conscientious impulse of the girl is met by the real chivalry of a suffering man, and the surrender is avoided which, in the end, could have brought happiness not even to its intended beneficiary.

"Louisburg Square" is a love story of Boston. Its heroine is Rose Copley, one of the sweetest, daughters of Beacon Hill, and the people we meet in its pages are, with the exception of a gifted young lover from France, dwellers within the charmed social circle of the Hub. Mr Cutler has drawn very bright and attractive pictures of life in his chosen environment, and his drawings have the lights and shades and consistency of detail possible only through acquaintance and understanding.

Perhaps the finest part of the book in a literary way is that which presents Mr. Singleton Singleton, a beau of other days, and reveals delicately the romance which, in another land, has lent its glow to his youth.

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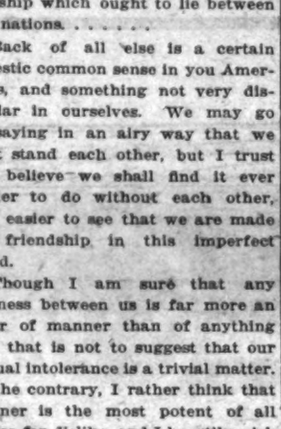

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MANY mothers would like to feed their own children, but are denied the privilege of doing so, because they have not sufficient nourishment for them. The "Allenburys" scientific system of Infant Feeding has provided for all this. When a mother is partly able to feed her baby she may give **The "Allenburys" Milk Food No. 1** for alternate feeds, so alike are the natural and prepared food in this instance, and this food should be continued until the weaning process has been entirely completed. The mother herself must be well nourished and to this end may partake freely of the **"Allenburys" DIET** a partially predigested milk and wheaten food, which like the Milk Food No. 1, is instantly made ready for use by simply adding *boiling water only.* After childbirth the **"Allenburys" DIET** is surprisingly helpful in maintaining the strength and producing a good flow of rich milk.

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SHANGHAI, SUNDAY, MAY 27, 1917

Overland Adds New Model

In adding to its already extensive line of cars, an eight-cylinder Knight model, the Willys-Overland Co., Toledo, O., now is able to offer almost any type of car desired. The line now includes fours and sixes with poppet valve engines and fours and eights with Knight engines. The new eight-cylinder, which sells for $1,950 as a seven-passenger, is almost identical in exterior appearance with the four-cylinder Knight model. There are slight differences, but only a close follower would recognise them. The body is a double-cowl design with a slanting windshield and a hood line with no break to a rounded top radiator. Aside from its engine the eight-cylinder chassis incorporates the essential features of design used in the other Overland models, namely, a cone clutch, three-speed gearset mounted on the rear axle, cantilever suspension, etc. With a wheelbase of 125 inches the body is larger than on the seven-passenger Knight four, and the dimensions of the chassis parts also are proportionately larger.

The engine has its cylinders cast in blocks of four and set at ninety degrees as in ordinary eights and the valve action is no different than in vertical Knight motors. The eccentric shaft for operating the sliding sleeves is mounted between the cylinder blocks directly above the crankshaft and is driven by silent chain. There are sixteen sleeves, two for each cylinder and an equal number of connections to the eccentric shaft. An Auto-Lite generator, part of the two-unit starting and lighting system, is mounted forward between the blocks and is driven by silent chain from the eccentric shaft extension. The cooling fan is mounted at the forward end of the generator shaft. The whole silent chain system is enclosed by means of aluminum covers. The starting motor is under the right rear engine supporting arm. The exhaust manifolds for the blocks are on the outside and to the right manifold is attached a large flexible tube for carrying hot air to the carbureter. The carbureter is fed by a Stewart tank. The cooling is by thermo-syphon and lubrication by force feed and splash.

Oil is pumped under pressure to the crankshaft and eccentric shaft bearings, and on through drilled leads in the crankshaft to the connecting rod bearings. The overflow from the connecting rod bearings is thrown by the rapid rotation of the shaft up onto the lower ends of the sleeves and pistons. Circular grooves in the sleeves gather the oil, and aided by the natural upward suction, carry it on each up-stroke from groove to groove, covering the entire surface of the sleeves and cylinder wall. Small perforations in some of the oil grooves serve to carry surplus oil through and distribute it uniformly on sleeves and piston.

From the engine rearward this model is much the same in essential features as other models made by this concern. There is a cone clutch with spring-backed studs under the facing to give smooth engagement, and in order to make gear shifting easier and quieter there is a clutch brake which prevents spinning when the clutch is engaged. The three-speed gearset is located at the rear axle and is driven by a single-joint shaft. The rear axle proper is a floating design with spiral-bevel gears.

The centralised control unit under the steering wheel is employed. This unit has within easy reach controls for the horn, ignition and lamps. A Motometer windshield cleaner and power tire pump are among the equipment details. Wire wheels are optional equipment at $85 additional for five.

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YOUR car is inseparable from the institution that built it.

The service it gives you is just what its producers build into it and *keep alive* in it.

In motor cars, stability of product is inseparable from the stability of the producers.

Overland ranks first among producers of cars above the $400 class—second in the entire industry.

There are 400,000 Overlands in use.

Overland dealers have contracted for one hundred and eighty million dollars' worth of Overlands for 1917—an increase of seventy five million dollars compared with last year.

Overland sales this year therefore will be approximately as great as the entire annual gross revenues of the New York Central Railroad.

Overland net assets have grown from *fifty-eight thousand* dollars eight years ago, to *sixty-eight million* dollars today.

In our great Toledo plant and our allied plants we employ nearly thirty-eight thousand men.

They directly support more than two hundred thousand people.

Permanent, well-appointed factory branches and parts depots, representing an investment of millions, have been established in important metropolitan centres that cover the country.

These branches serve the five thousand Willys-Overland dealers who complete our great international service system.

These tangible evidences of the stability of the Overland Industry are your best assurance of stability of quality and service in Overland Automobiles.

The Willys-Overland line is now *complete*.

And it is the only complete line of cars built and sold—

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—with one purchasing power,

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Resulting economies amounting to millions of dollars, reduce the cost of every car—enable Overland to establish and maintain higher quality standards at lower price.

So in your Overlands you get maximum quality at minimum price—plus stability, to assure permanence of value in your investment.

You can select a car in the light four group, the big four group, or the light six group.

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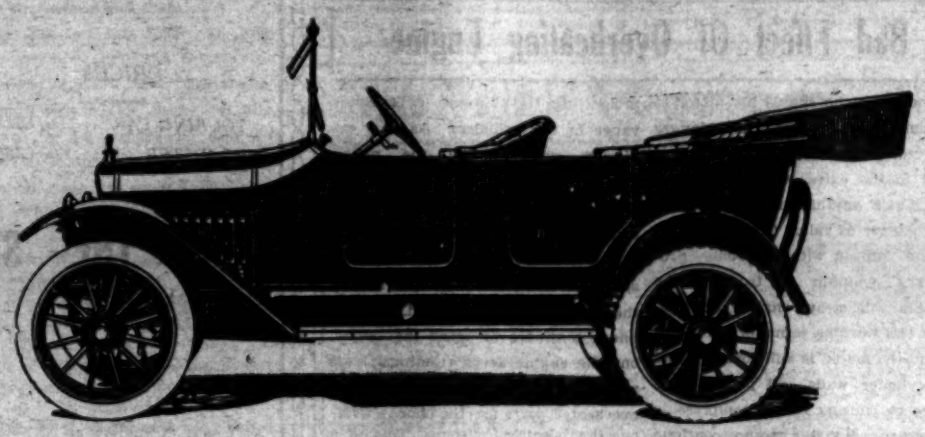

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It is fitting that the car of lowest "First-Cost" should also be the car of lowest "After-Cost."

The Maxwell is lowering all economy records for:

1st—Miles per set of tyres.
2nd—Miles per gallon of petrol.
3rd—Miles per quart of lubricating oil.
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MAXWELL

Four-cylinder motor; cone cluth; unit transmission bolted to engine; ¾ floating rear axle; right side steer, center control; 56 inch tread; 103 inch wheel base; 30 x 3½ inch tyres on demountable rims; weight 1960 pounds.

Motor—Bore, 3⅜ inches; stroke, 4½ inches, cylinders and crank case integral: detachable head; valves, 1 9/16 inch diameter, located on right side and completely enclosed.

Crank Shaft of exceptional size and strength, and fitted with large bearings.

Cam Shaft and cams drop forged integrally from solid bar of steel.

Ignition—Simms high tension magneto.

Cooling—Tubular radiator and fan. Thermo-syphon system with large inlet and outlet connections.

Lubrication—Splash system with positive oil pump, delivering oil to four separate troughs maintaining constant level.

Carburetor—Special atomizer type; dash adjustment to suit starting and running in any climate. Petrol is supplied by gravity.

Petrol Tank—Located under dash cowl, making short and absolute feed to carburetor. Positive feeding qualities, even on steepest grades. Capacity, 10 gallons.

Cluth—Cone clutch; faced with multibestos lining; clutch runs in oil and takes the drive smoothly and without grabbing.

Gear Box—3-speed selective type enclosed in case, which is bolted to flywheel housing. Main transmission shaft has Hyatt roller bearing in front end and bronze bushing, babbit lined, at rear. Jackshaft has phosphor bronze bushing; gears are nickel steel, heat treated.

Steering and Control—Right side steer; 16 inch steering wheel; irreversible worm steering gear, adjustable; ball thrust on both ends of worm; steering rod, spark and throttle levers enclo ed in tube which is rigidly held to instrument board; steering gear case mounted to frame; steering drag link is athwart car and absorbs shock from wheels. **Control:** Gear shift lever in center of driving compartment and operated at left of driver; spark and throttle controls operated on quadrant underneath steering weeel. Throttle also operated by foot accelerator; left foot pedal controls clutch, right foot pedal controls service brake; emergency brake controlled by hand lever alongside of gear shift lever. **Instrument board:** Carburetor adjustment, speedometer, lights and ignition switch, battery regulator switch and ammeter are carried on this board within sight and easy reach of the driver. Lights and ignition switch, ammeter, fuse box, battery regulator are contained in metal housing called the electrical control unit, which can be easily removed for inspection or adjustment.

Wheel Bass—103 inches.

Tread—56 inches.

Rear Axle—¾ floatiug type, five Hyatt bearings; axle shafts of nickel steel; gear ratio 3.58 to 1.

Front Axle—Drop forged I-beam section, extra long wheel hub, running on ball bearings.

Springs—Front, semi-elliptic, 32 inches long, 1¾ inches wide, fixed in front, shackled at rear.

Springs—Rear, ¾ elliptic; lower half 40 inches long, scroll 16 inches long from center of spring shackle to spring seat; 1¾ inches wide, fixed at front to transmit drive, shackled at rear and mounted on a rocking seat.

Frame—Pressed steel with three cross members. Frame is tapered from 33 7-16 inches at rear to 23 inches at front, insuring that the body rests solidly its complete length.

Wheels—Artillery type of best grade hickory; 12 spokes in both front and rear wheels; equipped with demountable rims.

Tyres—30 x 3½ inches front and rear famous make of anti-skid tyres in rear.

Mud Guards—Crown mud guards, fully enclosed at front and rear between wheels and body; joined by board and convex valances. Running board of pressed steel covered with linoleum, which is bound with non-rusting material.

Equipment—Two electric headlights 9½ inches in diameter with dimmer. Storage battery, electric tail light, electric horn, one-man khaki hood with envelope and quick-adjustable storm curtains, clear vision and double ventilatieg windscreen, speedometer, spare tyre carrier with extra demountable rim; pump, jack, special spanners and tools.

Bodies—Stream line 5-passenger touring car, 2-passenger roadster, 2-passenger cabriolet and 6-passenger town car. Each luxuriously upholstered and perfectly finished and appointed.

Starting and Lighting System—Simms-Huff unit motor and generator, mounted on left side of motor. Pressure by foot on plunger pedal starts electric motor and engages starter pinion with flywheel gearing, thereby spinning motor of car at a rapid rate, which insures immediate starting.

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FORD'S IRELAND FACTORY ISSUE IN MOTOR WORLD

President of British Manufacturers Says Permit To American Is Contrary to Country's Commercial Policy

British motor manufacturers are opposed to the issuance of a permit to Henry Ford to establish a factory at Cork, Ireland, according to E. Manville, President of the Association of British Motor and Allied manufacturers. The protest is based chiefly on the assertion that in the granting of the license facilities are unnecessarily given to a foreign firm to do during the war what is necessarily denied to British manufacturers.

Some months ago the Ford interests purchased a large tract of land at Cork and plans were made for the erection of a large plant there, and at the same time an application was made to the British Government for the required license. Mr. Manville's protest is published in The London Times of March 23, before the United States joined with the Allies in the war, and is as follows:

"As doubtless you are aware, the Government has granted a license to a well-known neutral motor manufacturer on terms which are substantially as follows: The license is granted to Henry Ford, to erect and equip a large factory in Cork under the conditions that the materials required must be imported by Mr. Ford, that the standard rates of wages must be paid, and that nothing except agricultural motor tractors may be produced by the factory during the period of the war.

"It is believed that the ostensible reason for the grant by the Government of such a license in these times is the urgent need for the supply of agricultural motor tractors. This association takes the greatest possible exception to any such license being granted at this juncture to any foreign concern, for the reasons that: (1) It is highly unlikely that any such factory as that projected can be constructed and set to work so promptly as to produce an output before the probable end of the war; and (2) agricultural motors can be obtained from existing works abroad in a finished state and ready for operation without any new factory here, or the delay involved in the construction of such a factory, being rendered necessary.

"In the opinion of the members of this association, a grave injustice will result to a large section of the motor industry of this country if the Government adheres to its present position in the matter. It is true that the license prohibits motorcars being produced as the proposed factory until after the end of the war, but having regard to the fact that it is unlikely that these new works will be in active operation before that time has arrived, this prohibition amounts to very little. On the other hand, it is certain that by the granting of this license facilities are unnecessarily given to a foreign firm to do during the war what is necessarily denied to British manufacturers. These letter will thus find themselves opposed by a concern in full working order, able to turn out large quantities of motorcars so soon as peace arrives; whereas, after that time, a considerable interval must elapse before the British manufacturer can complete the work of re-organisation. He will then find his market monopolised by a foreign concern to which special facilities have been granted. Further, it is at least likely that this projected factory will be run largely by the introduction of foreign labor, accentuating thereby the difficulties of providing employment for some portion of our demobilised army.

"Nothing could well be more opposed to the present commercial policy of this country and its allies than the encouragement of foreign undertakings here at this time. Nevertheless, this particular instance is rendered a great deal worse by the fact that so many of our motor manufacturing concerns have been taken off their usual work to manufacture other articles urgently required by the nation, and it is, indeed, a poor return to them that the State should, while they are so engaged, encourage premature foreign opposition, possibly to their complete undoing. The lovalty of this industry in view of the exigencies of the times has been so amply demonstrated that it is unncessary to dilate upon it here. No body exists in this country which is more willing to make sacrifices for what may be fairly regarded as essential in this time of national stress. But seeing that the agricultural motor machines in question can so readily and with such comparative advantage be imported already manufactured, it is felt that the injustice involved in the granting of this license should not be allowed to be perpetrated without the strongest possible objection being made."

Three Ideals Toward Which Auto Engineers Are Working

Automobile engineers are working toward three ideals in motor car design, according to J. Edward Schipper, member of the American Society of Automobile Engineers, as follows:

Better performance is the first. This means a greater speed range on high gear, better acceleration, better economy, longer life, silence, easy starting and other factors to make the car a vehicle that can be started, operated, and cared for with the least trouble and expense, and with the greatest amount of satisfaction to the user.

More comfort is the second. In this phase of development is included everything that makes the car a better vehicle to ride in. Better spring suspension, upholstery, body proportions, ease of entrance, convenience in use in all kinds of weather and over all kinds of roads, convenience in night driving, in making minor adjustments and repairs, such as tire changing, brake adjusting, battery filling and even gasoline and oil replenishment.

Finer appearance is the third. What this includes is self-evident —body outline or profile, the finish and trim of the exterior and the design and adornment of the interior from the appearance point of view. Under the heads of performance, comfort and appearance our observations will fall; each detail considered will, in the belief of the engineer who adopted it, be a small or large step toward the betterment of one of the three. If the change has not improved one of these three things it has not been a gain from the user's standpoint, although there is another consideration, and that is better manufacturing possibilities.

Bad Effect Of Overheating Engine

"The man who speeds his motor to the limit little realises the danger involved. If the cooling system proves equal to the extra work, well and good, but if anything fails the engine is in danger of ruin. Of course, this will not happen without some preliminary symptom of trouble. The radiator will steam slightly at first, but if this warning signal is disregarded and the motor is still forced ahead the cylinder walls and piston rings will soore, causing loss of compression and power. But this can not continue long before the piston seizes and the motor stalls and cannot be cranked. If this happens while the engine is being run at a rapid rate the fly-wheel will try to continue its motion, but will be unable to free the piston. The result will be to twist the crank-shaft out of true, wreck a few bearings and crack the crankcase. This is a permanent injury which can only be remedied at considerable expense. So do not disregard the warning given you by the radiator.

Occasionally an engine is overheated without doing all the harm mentioned above. In that case it develops a peculiar knock. This is caused by the piston and parts of the cylinder becoming red hot and so preigniting the charge of gasoline vapor in the cylinders. As this explosion starts before the piston reaches top dead center it has a tendency to reverse the direction of the piston, causing a knock. On hearing this the careful motorist retards the spark to see if it is caused by having the spark too far advanced. If the knock continues he opens the switch, but the engine keeps running. It is running by self-ignition; that is, the overheated parts fire the charge without the electric system. This is a perplexing problem when it first occurs, but under the circumstances high speed, apply foot brake, then throw out the clutch, place gears in engage the clutch. This stalls engine. It will also help if spark is retarded and throttle closed. So heed the warning given you by steam from radiator and favor the motor until the steaming has stopped.

SPEEDING UP CADILLACS

According to the statement of Sales Manager E. C. Howard, the production of eight-cylinder Cadillacs for the month of March reached a total of 2,032 cars and April is expected to show a substantial increase to reach an average of 10 cars a day.

Standardisation Urged for Motor Cars

It is inevitable that great changes will come in the motor car industry, for although the present expansion seems to be ever increasing, with added capital and new cars offered daily, a time will surely come when both the home and the foreign market will reach the saturation point. This will be true if the present high prices of materials in this country prevail or fall, and whether the war continues or ends. The continuance of the financial conditions in this country and an increasing demand for American cars from foreign countries, may prevent for some time the combination of the many companies into a few larger ones, and the elimination of the other and smaller companies, but this is bound to occur.

Even now the whole tendency of the several makers is to concentrate their efforts upon a few models, frequently all built upon the same chassis. In models of about the same size the further tendency is to approximate the same price, and to include in these models substantially the same features and advantages. In trying each to meet the other they approach standardisation. It is only a step further to combine and concentrate the efforts of several upon a single size.

In meeting the competition of new features and standardisation of parts, it is very obvious that many cars of a single size or model can be built much more economically by a single large company than by many small companies, and when these combinations are made, the smaller company that is not included, by economic necessity, will be crowded slowly but surely out of business.

Production will then center in the remaining few companies which can produce the model in which they specialise, in large numbers. The variety of cars will not be so great as at the present time, but the cars will be more standard, less subject to change fro myear to year, and much greater endurance and better value will be obtained by the purchasers because of the proper proportioning of parts, which tends to reduce and oppose changes in structure.

As the whole tendency of standardisation is to eliminate competition, so the centralisation of an industry tends to retard change; not necessarily to retard progress, for the greatest progress in an art can be made by an organisation which is highly specialised in that art. But the important thing that such combinations will effect is the elimination of those merely superficial features, and the advantages that are ascribed to them by well-meaning makers, and the adoption of those changes which are recognised as decided improvements only after careful experiment, test, and use. This will prevent freaky design or construction and in time will obviate the necessity of yearly models, thereby resulting in increased value to the owner and prolonged life and usefulness of the car.

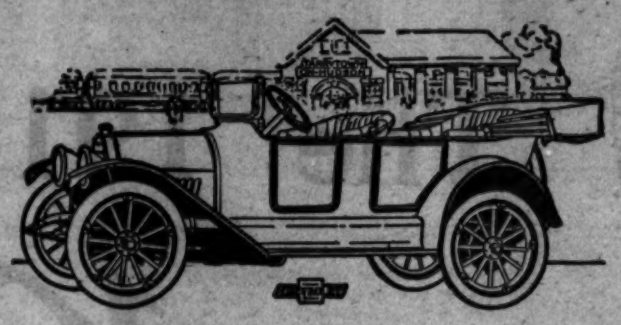
When these changes are effected, the entire output of cars will not be the maximum yearly production; probably it will not be as large as the present day production, but the industry will be more stable, the cars produced will be more standard, and the improvement will be more steady, the advantages all accruing to the purchasers.—*Motor Magazine.*

U. S. Rubber Co. Gives Pension to Employes

Directors of the United States Rubber Company have approved a pension plan for employes to go into immediate effect, it is announced. "The plan applies to all who have rendered faithful and continuous service for twenty years or more," says the announcement. "Retirement from service on pension is optional with the employe under certain conditions, and under other conditions lies in the discretion of the Pension Committee.

"It is expected that the appropriation for the first year will benefit many of these older employes, while the great army of men and women younger in point of service will have the assurance of protection when their efficiency becomes impaired through advaned age. The company will assume such expenditures as may be necessary in administering the plan, and no contributions will be required from any employes.

"Employes absent on military service for the country will not have such absence deducted from the computation of their years of service nor constitute a break in the continuity of employment for purposes of the pension benefits. Service for the country will thus be counted equivalent to service for the company."



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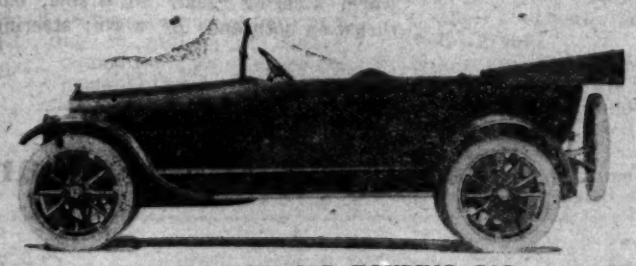

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GOODYEAR EDUCATING ITS ALIEN WORKMEN

Great Factory School Teaches English Language and American Ideals

One of the first of the great manufacturing concerns of the country to realize that the inculcation of American ideals in our alien-born workmen must be worked largely by the employees themselves is the Goodyear Tire and Rubber Company of Akron, O.

This company is making great efforts to educate these alien workmen to understand our language, customs and living conditions; to show them that just so long as they neglect to learn our language, live in unclean surroundings and below the American standard of living, just so long will they fail to attain the respect of their American-born fellow workmen.

The instrumentality which the company is offering to these alien workers to perfect themselves is the Goodyear Factory School, which is more and more attaining the proportions of a university. There are now 1,000 pupils enrolled in the various classes, requiring the services of eleven instructors. Among the alien workmen taking advantage of this opportunity to advance themselves are represented twenty-eight different nationalities.

A recent canvass of the school showed that more than half of the aliens attending had already secured their first naturalisation papers and that many were eagerly awaiting the expiration of the five-year residence requirement. These workmen are making an honest effort to learn the language and customs of their adopted country and will become good citizens of the Republic. Many who had formerly questioned the advantages of speaking the language have greatly advanced themselves in many ways, a mere knowledge of our tongue seeming to open up opportunities for them.

Now that these workmen have been brought face to face with war conditions, with which many of them have been familiar in other lands for years, they have taken pride in declaring allegiance to their adopted country.

How To Avoid Crossing Accidents

What do you do when you drive your automobile to a railroad or tram crossing?

Um, huh. Oh, yes! I see; you stop, look both ways to see that there is no train approaching and then you proceed carefully across the track.

Now, Mr. Careful Motorist, you never realised how rare you are—how different from the other drivers, did you? Just to prove to you what a paradigm you are and so that you may have just and ample reason for buying a gold plaque, cast an eye over these facts which come from the Southern Pacific Railroad company as the result of two years' investigation:

525 drivers smashed through the gates when they were down at the crossings and the bells were ringing a warning.

69 1-2 per cent of the 20,000 cars observed looked neither to the left nor right.

2.7 per cent took the pains to look both ways.

27.8 per cent looked one way along the track.

19.3 per cent, or 3,801 cars, dashed over the track at reckless speed.

And—here is where you see how wonderful you are—thirty-five drivers of the 20,000 stopped their machines before crossing the tracks to make sure that no trains were approaching.

Mr. Ananias, you had better leave a membership card, the witness appears to be weakening.

If more testimony is needed, it can be obtained from other railroads. For example, the Illinois Central found that 55 per cent of the automobiles crossing the company's tracks, went at high speed, with drivers looking neither to left nor right, while two-thirds of all the cars observed went over the tracks in excess of thirty miles an hour.

This testimony appears a strong indictment of the motorist and shows that the majority of railroad accidents and near-accidents where motor cars are concerned in the coroner's report may be placed at the door of the driver.

A big percentage of deaths have been laid to the attempt of the driver to beat the train to a crossing, trying to save time, but not trying to save lives. It can be seen that the railroads' attempt to emphasize "safety first" needs a co-operating enrollment of motorists.

The Dort car took part in some train versus auto tests this week that demonstrate why the motorist must watch the railroad crossings and not leave the burden to the man in the cab or to a watchman, that may or may not be on duty.

A Southern Pacific train, pulled by an Atlantic type engine and made up of eight passenger coaches, making a total train weight of 750,000 pounds, was used in the test with the Dort. An engine was not used alone because it would serve no practical purpose and for the surprising reason—to laymen—offered by R. J. Clancy, assistant to the general manager of the Southern Pacific, that an engine can not stop as quickly as the engine and train.

The first test was made at fifty miles an hour and the train came to a stand in 1,200 feet. This speed, although equaled by many on the highway, is an exception, and to make the comparison more practical a similar test was made with the Dort. Following are the distances required to stop the train and car at speeds of forty miles an hour, twenty-five and fifteen:

Dort	22 feet	12 feet	4 feet
Train	900 feet	500 feet	300 feet

In addition to demonstrating the worth of the Dort in braking power, the test proves as a demonstration the general proposition that the automobile driver is the one who has it in his power to avoid crossing accidents if he takes even small precautions.

The engineer of a train traveling at forty miles an hour must see the danger 900 feet away, even if he knows the car will not stop. The driver of the car can avoid the danger if he sees the train when only twenty-two feet away from the crossing. At all speeds the flexibility of the car over the train places the responsibility morally with the driver of the machine.

Photo Shows German Destructiveness In France

IN THE WAKE OF THE GERMANS. ©INTERNATIONAL

An Australian official photograph of a scene near La Saree, typical of the ruined countryside left behind them by the Germans in their "retreat to victory" to the "Hindenburg line." Australian troops are seen repairing rolling stock left by the Germans in the hurry of their "victorious retreat," mute evidence of the acceleration lent to the retirement by the rapidity of the Allied advance.

Auto World Is A Capricious One

In considering the future development of the motor car industry it seems only logical that we give its past progress a brief survey.

In 1895 there possibly were half a dozen manufacturers; or perhaps more appropriately builders of motor cars whose product was for sale. Today, it would be a safe bet to say that not one out of one hundred automobile dealers could tell even very approximately the number of cars on the market.

If we take the trend of the past to be a safe indication of the future, may we not say that the manufacture of the motor car will continue to enter in many companies, small and large. This season bears this out in that it has ushered in more new cars than any previous one.

Aside from precedent we have other reasons to believe this broad development will become even broader. There are too many companies, being established and each building its very distinctive car safely to assume that they will either consolidate or fail. These companies, some still in their infancy, are rising to the emergency of satisfying a capricious public. A few large concerns could not do this. The automobile buying element of this country demands a wider range of selection in view of price, performance, luxury and individuality than a limited number of large firms could offer. For example, a new corporation organised this season offers a chassis for $9,500. We have no reason to suppose this company will not succeed. It is supplying a certain demand which does not warrant a large output.

Then, too, highly perfected as the modern motor car is a departure from conservative lines often gives rise to new corporations. Some engineer eminent enough to command notice has designed, shall we say, an eighteen-cylinder motor? (An undertaking actually well under way by one of the big companies.) Influential friends back him. What is the result? They incorporate and produce their machine rather than seek recognition from old and conservative firms.

Another phase to be considered in producing new cars is the facility with which parts and accessories may be had. One of this season's new cars has these specifications. Continental, Bosch, Willard, Timken, Hotchkiss, Gemmer, Spicer, Schwartz, Stewart, Firestone, Corbin, Brown, Houk, Autotone, Zenith, Brown and Lipe, Badger, Neville, Parish, Delany. It is very apparent that this car's manufacturers had much less to cope with than as if they had been building ten or even five years ago.

Other reasons might be mentioned which would point to a wide expansion in this industry. But surely all will agree that keen competition along with the pride of each company in its product and a ready market for all leave little chance for a narrowing down in development.

But let us suppose motor car manufacture does center in a few large companies. Would this advance or retard development? In my estimation it would retard development most certainly.

In the first place a small number of large firms could not satisfy the public. As a result the wealthy would seek foreign markets for novelties as well as to escape the commonplace and secure individuality.

Second, a monopoly of any trade hampers development. Small companies would have difficulty in securing materials or in marketing their cars.

Experimentation along new lines would have a tendency to flag and conservatism would creep in which is death to development.

In summing up then we may say that certain distinct and well-understood characteristics of human nature, the desire for novelty, the necessity for pleasing divergent tastes and the craving for individuality of expression even in one's familiar conveyance, will operate to prevent widespread centralisation. Even if by some economic magic, all the manufacturing companies in the motor industry today were to be amalgamated, new competition would immediately spring up. Wherever there is demand there will be production to meet it and the American motoring public demands variety in the vehicles it buys.

Ford Experiences

I was ten miles from home and twenty miles from a repair shop and moving slowly on a slight up grade when my Ford engine began to race as if the clutch had been released and the car stopped and started backward. Realising that something unusual had occurred I applied my foot brake but the car continued to back. I pulled the emergency brake and stopped the car and cut off the ignition. Getting out I discovered that the right rear wheel was about two inches out of place and that the axle could be plainly seen between the inner edge of the brake drum and the outer edge of the brake shoe. Evidently the axle had parted somewhere between the differential and the right wheel, and jacking up I pulled the wheel (with the piece of axle fastened to it) out and saw that the axle had broken at the point where the turning of the rough metal had stopped in its manufacture.

I walked to the nearest telephone, called my brother at home and telling him of my plight asked him to come with the other car and bring with him a 2×12 board about 10 feet long, some hay baling wire and a brace and bit. When he came we wired the board firmly to the front and rear mud guards and the running board so that its side bore against the hub cap of the right rear wheel and projected to the rear some two or three feet. We led some wire from the right rear end of the board across to the left rear spring perch to hold the board securely against any side thrust from the right rear wheel. Getting our tow rope connected we were soon off for home where we arrived without further trouble.

The right rear roller bearing was the only part injured by this makeshift in getting the car home but its replacement was much less expensive than turning the car over to a garage or service station for repair.—*Motor Magazine.*

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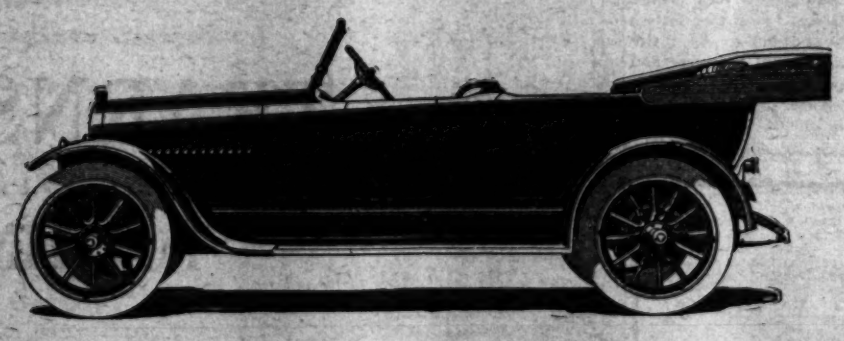

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HUDSON SUPER SIX

400 TRUCK TRAINS MAY BE CALLED FOR BY THE ARMY

First Forty Being Raised by the Motor Truck Club But Beginning of Larger Requirement---No Plan To Commandeer

Motor truck owners are expected to assist the Government in the raising of men for the motor truck equipment of the new army. This is indicated in the call on the Motor Truck Club of America to take charge of the recruiting of the first forty motor truck reserve companies asked for by the War Department. This call the club at once accepted as an opportunity for the expression of patriotism in real work, and the recruiting of the men required is already under way.

Trucks for the companies will be bought direct from manufacturers, and in this decision the Government makes known its intention of co-operating with truck operators so as to disturb that important industry as litle as possible in recruiting and outfitting a large motor truck corps for the new army. Only in some unexpected and great emergency will trucks in private hands be commandered, but truck owners would feel an effect like commandering if they lost their drivers through enlistment in the army's truck service. Therefore, the Government, in the same policy of co-operation as the decision not to commandeer privately owned trucks, appeals to truck owners to aid in recruiting truck companies. The first call for forty companies is but the beginning. It is reported that fully 400 will be required with the unfolding of the war. It is probable that this form of co-operative enlistment will be employed in drafting men from other industries, with the same end in view, to supply the Government with the specially trained men it needs, and at the same time to disturb the industry in question as little as possible.

In order that the work of raising the companies may be systematised and distributed as well as possible, the Motor Truck Club will seek at once greatly to extend its membership. There are 14,000 motor truck owners in Greater New York, and they will be appealed to not only from the standpoint of patriotism, but also to protect their business from serious disturbance by making it unnecessary for the Government to proceed directly in recruiting the men to join in the work of getting volunteers. It is the plan of the Motor Truck Club to obtain as many recruits from among college men and owners of private automobiles as possible. Men in this corps will be trained to be Sergeants, with the rank of commander of a motor truck company, to serve in this position in the larger motor truck corps to be called for by the War Department later. Those who show up best will have an opportunity to become commissioned officers. As fast as the companies are raised the plan is to give them training in the handling of trucks as military units. They will then be listed as subject to call by the War Department.

The motor trurk industry, both before and since war was declared, has been shaping itself so as to meet with all promptitude any calls the War Department may make on it. This was the subject of an address, "Motor Truck Industry Prepared for War," by Joseph Husson, editor of The Commercial Vehicle, before the New York Business Publishers Association last week. He said:

"War finds us prepared in motor trucks, unprepared in personnel to operate them, and sadly unprepared in roads over which they can be run. There are aproximately 250,000 motor trucks of all classes and sizes in use in the United States today in all lines and all classes of business. The total present output of motor trucks of all kinds is close to 700 per day, although not all of these are suitable for war service. Six of our truck makers can supply 100 trucks suitable for army needs a day, under present manufacturing conditions and this output can be almost doubled by them should the necessity arise. Our Government already has something over 2,000 trucks, which it purchased for use with the Mexican expeditionary force. These are all available, and most are ready for active service on the moment. Yet only 11.3 per cent of our 2,451,660 miles of roads are surfaced and can possibly be used for truck work every month of the year.

"Taking a leaf out of a lesson book of the European nations, it is not the intention of our Government to commandeer indiscriminately the trucks of private users, especially those engaged in industrial work, which the experience of the war abroad has proved as of as vital moment to the successful carrying on of campaign as it is to have the army supplied with everything it needs for actual work in the field. The War Department will purchase trucks for the army from the makers, and in this manner eliminate paralysing our industrial transportation life. Our truckmakers stand ready to meet this demand, whatever it may be. Civilian trucks will not be used, according to present plans, except in cases of necessity in districts local to those in which they are ordinarily engaged.

"One of our greatest problems in connection with the motor transportation needs of the army is to obtain competent motor truck drivers. To secure such men from the ranks of the present-day drivers will tend to paralyse the efficiency of our industrial truck work which is just the thing which should not be done.

"To secure competent drivers from among the ranks of the passenger car owners and chauffeurs and to train novices seems the most advisable method. It will be necessary to establish training camps in various parts of the country in which truck driver applicants can be trained first hand in driving trucks over all sorts of roads. The training necessary for a motor truck driver in army service requires considerably more knowledge and experience than that possessed by the average passenger car driver, as shown by results of our Mexican expeditionary force. These men must be trained to keep their vehicles in convoy formation, to extricate their trucks from mires in bad roads, to perhaps run at night without lights over unknown stretches of roads, and perhaps to keep their seats in the cab for twenty-four hours at a time."

PACKARDS IN ISLANDS

The first truck order for the Danish West Indies—the Virgin Islands—has been received by the Packard Motor Car Company. There have been ordered a one ton and also a one and one-half ton truck to be provided with army transport bodies, and to be used by the Marine Corps. It is said that these will be the first power-driven vehicles on the island.

MAXWELL CAR MAKES GREAT ECONOMY RECORD

Woman Finds Touring Vacation Is Cheaper Than Staying at Home

Ten thousand miles of Maxwell motoring for $147!

With this record for achievement to her credit, a woman has now established for the first time in the history of the automobile industry that the greatest of vacations, the motor car tour, is possible for the Maxwell owner for less money than it costs to stay home.

She is Mrs. Miriam Thayer Seeley, professor in the Department of Physical Education for Women, Oregon Agricultural College, Crovallis. Mrs. Seeley, who toured from Oregon to Boston and return, covering 9,700 miles in all, to aid motorists to an understanding of the economies of the light and economical automobile, has just made public a complete table of expenses for the drive.

Nothing like this table has ever before been forthcoming from touring experience. In complete detail and as signed by Professor Seeley, it shows:

Complete operating expense, automobile trip—Maxwell touring car—from Corvallis, Ore., to Boston, Mass., and return—9,700 miles:

Total number of miles travelled East	4,500
Total number of miles travelled West	5,200
Daily average in miles covered—	
Plains	175
Mountains	150
Average number of miles per gallon of gasoline (transcontinental East)	22.4
Average number of miles per gallon of gasoline (west from Chicago) with loaded trailer	17.2
Cost of gasoline going East	$50.11
Cost of gasoline going West (with loaded trailer)	$67.89
Cost of oil and grease going East	6.90
Cost of oil and grease going West (with trailer)	8.66
Cost of food going East (2 persons)	19.58
Cost of food going West—	
Boston-Chicago (2 persons)	$4.16
Chicago-Spokane (two persons)	$3.11
Spokane-Portland (two persons)	3.87
	41.14
Repairs going East (including service)	$3.50
Repairs going West (including service)	10.50
Tolls going East (bridge and ferry)	4.40
Tolls going West (includes admission Yellowstone Park, $7.50)	9.00
Cost of tires	Rather difficult to estimate.

I used oversize tires of the same make as the Maxwell car is equipped with, which gave more than 9,000 miles.

Miriam Thayer Seeley,
March 31, 1917. Corvallis, Ore.

Prof. Seeley and her husband put their car through every description of road that America has to offer, and in twice crossing the continent they established the deductions that Maxwell motoring not only costs much less than traveling by rail but that the costs for such minor repairs as were necessary amounted to only $14.

The tire equipment that comes with the Maxwell gave the Seeleys upward of 9,000 miles. This tire service reveals that correct and scientific weight distribution as a Maxwell engineering feature has been accomplished.

Some Practical Hints on Spring Overhauling

If your automobile has been in storage during the winter give it a thorough overhauling at this time of the year before starting it on the road.

Here is a list of the things which need to be done to prepare your car for the good driving.

1.—Fill the radiator with water. See that the gasoline tank contains a sufficient quantity of gasoline and that there is plenty of oil in the crank case.

2.—Take your storage batteries down and have them tested.

3.—Assuming that the tires were taken off when the car was stored and put in a warm place, they should be looked over for weak spots and properly inflated.

4.—Scrape the rims and paint them with shellac and flake graphite.

5.—Start your motor and drain out the old oil. Put kerosene in the crank case and run the motor so as to pump it thoroughly through the oiling system. Then draw it out and fill it up with fresh oil.

6.—Remove the carbon from the engine.

7.—Grind the valves.

8.—Adjust the valves, brakes and bearings.

9.—Oil the gear, shifting mechanism, clutch and brake mechanism and all clevis pins.

10.—Inspect oil pump and fittings for possible leak.

11.—Clean out and fill all grease cups with good grade of medium weight grease.

12.—For the next week put three tablespoon of kerosene in each cylinder to cut the carbon. Let it stand over night.

13.—Clean differential and oil universals and gearsets.

14.—Look it all over again.

In a word, go over every part of the mechanism, cleaning, oiling and tightening loose parts. Don't take anything for granted. Above all things do not meddle with the carburetor. When it leaves the factory it is properly adjusted. Ninety per cent of all motor car trouble is with the ignition.

SUMMER HOME ON WHEELS

The latest addition to motor camping equipment consits of a combination bed and tent of ingenious design, involving fifteen pounds of weight for each adult passenger and foldingup into very small compass. The Wittmann bed embodies a very ingenious method of suspending the sleeping arrangement by guy ropes and a single leg. The outfits may be had in any degree of completeness desired. The No. 1 outfit consists of a Wittmann single bed, a weatherproof tent with side wall pockets and a Casey poncho. The No. 2 outfit comprises a double bed, tent and duffle bag. The No. 4 has a complete family outfit, bed, two room tent, duffle bag, etc. More elaborate outfits may be had, to one with four double bed tents, kitchennete, dining room and electric lights.

Strength

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British Made Throughout.

In 1892 we set to work to evolve a type of accumulator which would stand up to the roughest usage. That our efforts were successful is proved by the fact that C.A.V. Accumulators were standard on most of the famous cars in the old days as they are at the present time. C.A.V. Batteries are fitted with PLATES THAT NEVER BUCKLE

The Hall Mark for everything Electrical in connection with motoring is C.A.V.

C. A. V. British Batteries for ignition, lighting, starting and portable work. We invite your enquiries

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THE most economical cars for their power built in America, yet offering the utmost in luxury and riding comfort. The King was the *first* moderate-priced "8" on the market and is now operating in greater numbers the world-over than any other 8-cylinder car except one

The powerful Model E E Chassis—for which there are four handsome body styles—has a powerful V-Type Engine and a wheel base of 120". Each body style provides generous storage space and all King cars are delivered completely equipped in every detail.

7-passenger Touring Car — 7-passenger Sedan
4-passenger Foursome — 3-passenger Roadster

Wire Wheels Extra

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Shanghai, China.

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KING MOTOR CAR CO., 50 Union Square, New York, U.S.A.

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per s.s. "Crewe Hall"

the first shipment of

STEARNS KNIGHT

TOURING CARS

NOW ON VIEW

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Motor Garage, Tel. West 1213

NOTICE

The AUTO PALACE Co. beg to inform Motorists that from 1st June, 1917, the prices of MICHELIN TYRES will be 10% less than their price list dated 1st January, 1917, and NOT less 25%, as at present.

This alteration is due to the increasing high prices of material and labour in France, where this well-known tyre is manufactured.

Fresh stocks arrive monthly.

SLOE AGENTS:

THE AUTO PALACE CO.

362 Avenue Joffre *Tel. West 465*

New Automobile Road To Follow Indian Trail Across New England

Norwich, Conn., April 14.—An automobile route to parallel and rival the famous Mohawk trail is the project of Eastern Connecticut Development Association and Chamber of Commerce, the President of which is Joseph T. Cruttenden, a wealthy landowner of this city and Crescent Beach.

At a conference held here it was at first proposed to develop what was known as the old Nipmuck trail, between New London and Boston, via Norwich, Putnam and Webster. However, the Trail Investigating Committee has decided to recommend the name "Mohegan" for the route in view of the larger interest attached to the name of the celebrated tribe of Indians of which big Chief Uncas of Norwich was head.

A committee has been appointed to take steps to have the trail incorporated by the National Highway Association. The proposed trail leads in a southerly direction from near Webster, Mass., passing through Putnam, Danielson, Plainfield, Jewett City, Norwich, to New London, on the Sound. The name Nipmuck was at first suggested, because a tribe of that name, prior to the settlement of New England, occupied a tract of land extending from the Atlantic Ocean to the Connecticut River, now known as the Towns of Woodstock, Thompson, Putnam, Pomfret, Brooklyn, Killingly, Sterling, Plainfield, Canterbury, Eastford, Ashford, Chaplin, Hampton, Windham, Scotland and Voluntown. Its area comprised about 553 square miles. Its inhabitants were known collectively as Nipmucks or Nipnets, meaning "fresh water Indians," in distinction from river and shore Indians.

One of their favorite hunting grounds and resorts was the great Lake Chaubunnagungamaug, near Webster, Mass., the boundary mark between Nipmuck and Narraganset territory. This lake lies a few rods north of the present northern boundary line of Windham Country, Conn. and the Nipmucks claimed land some eighteen or twenty miles south of it. The Nipmucks had no grand sachem of their own, so were subject sometimes to one and sometimes to another of the more powerful communities about them. At the termination of the famous King Philip War those of the Nipmucks dwelling east of the Quinebaug or Mohegan River went with the Narragansett tribe. Those west of the river went with the Mohegans and their powerful sachem, Uncas.

The Nipmuck trail, over which this scattered tribe passed when seeking safety from their enemies on the north and east, runs in a straight line from the northerly boundary of the Town of Norwich, at a point near the manufacturing village of Occum, near the junction of the Little River and the Shetucket, thence following the course of the former in a straight line due north through what is now the Village of Hanover, Howard's Valley, to Hampton, where the trail leaves the Little River, curving in a north-easterly direction to a point in the Town of Woodstock, where it joined the old Connecticut path or trail.

Consequently, merely a small fraction of the Indians formed the Nipmuck tribe; hence the name "Nipmuck trail" would be virtually a local or sectional designation, whereas the name "Mohegan" was in earliest times applied to the stream now known as the Quinebang, the river which parallels for the greater part of the distance the highway or trail for which a name has been sought.

FORD FLYING SQUADRON

Ford automobile owners in New York City have been called to mobilise for the defense of the country by the National Ford Owners's Club. More than 100,000 Ford cars are owned within a radius of fifteen miles of New York City Hall, while in New York State there are 150,000 other owners of Ford cars. Each of these cars will carry four persons, which means that the Ford machine alone would transport more than 1,000,000 men. All of the Ford cars in the country would transport nearly 10,000,000 if called upon. The Ford Owners' Club contemplates the mobilisation of only a small percentage of the cars. A call has also been issued for volunteers for the Ford Automobile Machine Gun Corps, the plan being to mobilise several thousand of the cars owned in New York City and organise them into what may be described as a flying machine gun organisation which will be ready at any time to proceed full speed to any locality when ordered by the Commanding General at Governor's Island. Major Gen. Leonard Wood and other high ranking army officers have endorsed the plan.

Protection For Motor Trade In Britain

The claim of the motor trade to a temporary measure of protection when on the cessation of hostilities the country's energies will be concentrated on industrial re-organisation is supported by two main contentions, neither of which will be discovered in the tariff reform propaganda of pre-war times. That this should be so is evidence of the strange convulsions the industrial system has experienced, while it accounts for the acquiescent attitude of the free trader, who otherwise would advance the wonderful financial stability of the country as proof of the adequacy of free trade and as a cogent argument for its continuance. There is no apostasy in this new attitude of the opponent of tariff reform. He can maintain with the most logical reasoning that free trade suited this country prior to Germany's onslaught on civilisation, that its resumption may be desirable in years to come, but that immediately after the war the safety of England may demand partial or temporary measures of protection, though such a departure from the policy of the past may involve economic disadvantages only to be tolerated because of national dangers invited by the alternative policy.

The dual ground on which the motor trade asks for protection is well enough established to make it pretty certain that the request will be granted, particularly in view of the general character of public opinion. The first of the contentions advanceable for protection is nothing more than a plea for preferential treatment to succeed or to make amends for exceptional treatment. By exceptional treatment we refer to the almost complete suppression of motor car production in this country. That suppression was justified and is being justified today by military exigencies, but it has entailed very grave consequences for the British motor trade. Perhaps we shall not learn how serious is the position until we are once more free to challenge competition in the home and the overseas markets. But clearly an industry put out of business for a period of years to serve a national purpose has a just claim to a discriminative measure of State assistance, and the argument is incontrovertible that the right of the consumer to purchase in the cheapest market must be waived until it has re-established itself.

The free trader concedes the point and indicates his principles very convincingly. He argues that free trade aims at the preservation and development of industries which are congenial to the national conditions, abandoning those which are uncongenial. But every industry is to have fair play so that experience alone furnishes evidence of the suitability of one industry and the unsuitability of another. Hence, therefore, as the motor trade has been the subject of restriction and suppression, this survival of the fittest theory is inapplicable and the arbitrary interference of the State in its behalf is justified.

The second contention for protection is based on the general admission of the value of a motor industry in war time. It is unnecessary for us to expatiate on our trade's contribution to the organisation and equipment of the people for war: the story of what it has done is the source of profound satisfaction for its members, though public appreciation will probably be lacking. It is doing more to win the war than half-a-dozen industries, each employing more labor and with greater capital resources. So long as the contingency of war remains—and there is no prospect of humanity's greatest curse and burden being removed in our time—the prepared country must have a motor industry proportionate to its magnitude. Its indispensability equals that of the armament business, and the latter admittedly is an economic inutility. Again therefore free trade concession to the abnormality of the situation applies. Protection for the motor trade is as justified as would be subsidisation of the armament industry if that could not subsist without it. The free trader is not illogical in these concessions but he would be if he consented to the extension of the protection movement to such an article as the pianoforte, though in that instance punitive measures against Germany would justify a form of selective protection directed against that country.

Conversation with free trade members of the motor industry has indicated that their attitude is very much as we have defined it and there is therefore no reason to anticipate opposition from any quarter when the appeal for post-war protection is advanced. Allowing that our interpretation of free trade opinion is passably correct the situation is very satisfactory and too much significance need not be attached to a good deal of protectionist propagandism which is being published. The latter does not invariably serve a useful purpose because its disregard or ignorance of the case for free trade is calculated to invalidate its argumentative force, while its tariff reform is not exactly the orthodox brand. Certainly nothing is less desirable in the motor trade than a revival at this stage of ancient discussions between the two schools of fiscal policy, and it is sufficient to know that the trade is to all intents and purposes unanimous in its views. A great deal of emergency legislation will be rushed through on the termination of war, but it is doubtful if the real issue between free trade and protection will be settled until some years after that occasion when the permanent effects of war on industry are perceptible.—*Motor Trader* (London).

Biter Bit—An Auto Story

The engine of the new runabout after a few irregular explosions ceased to act and the runabout silently rolled to a stop in a quiet street in the northern section of Manhattan.

A confident young man in a new silk duster, the only occupant of the car, briskly descended, unscrewed the cap of the gasolene tank and plunged a gauge into it. His air of confidence was not quite so apparent when he drew it out again dripping with gasolene.

After rubbing his chin and staring dubiously at the bonnet under which reposed the silent and rebellious engine he inspected the oil tank and ascertained that the radiator was full of water. After having made this discovery he kicked viciously at one tire of the machine and then turned angrily to a crowd of small boys who had gathered to view his efforts.

"Be off!" he shouted harshly, stamping his foot.

With the celerity which New York street boys acquire early as the result of much chasing, the group stampeded, howling witticism over their shoulders. One, a redheaded boy of 12 with an engaging smile, retreated only a few steps and continued to gaze at the car. A number of adults had also collected and gropped themselves about the machine with the confident expression of New Yorkers with a few minutes to spare which they are willing to spend in watching a free show.

Their presence merely served to increase the nervousness of the young man in the duster. In a businesslike yet dignified manner, whistling, he got out a kit of tools. With an air of lofty unconsciousness of the spectators he proceeded to lay out his tools along the running board with as much deliberation as a surgeon uses in examining his instruments preparatory to tracking the vermiform appendix to its lair.

Having arranged them with the greatest care the young motorist paused and cast an appealing look at the crowd, vainly endeavoring to locate an auto expert in the crowd.

"The mainspring's busted, mister," suggested one.

"Naw. He just forgot to wind it last night," said another.

Then the boy who had refused to run stevped forward.

"I seen a car start missin' fire like that once," he said. "It was the same make too. The man driving it told his friend the carbureter was clogged up and he took off that thing there and then he——"

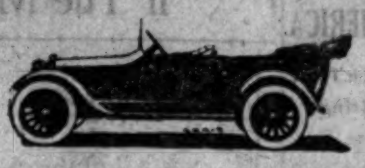
"Wait a minute, boy," said the man seizing a wrench. "You say he took off this."

Somewhat unskilfully the man unscrewed several nuts holding part of the mechanism of the carbureter. Under the boy's direction he undid several other parts.

"Then what did he do?" asked the man when he had unfastened most of the working parts of the complicated carbureter.

The boy faced him with blue eyes sparkling.

"We was watchin' him without doin' nothin' and he told us to beat it, like you done, mister," he said and turned and fled through a path suddenly opened by the laughing crowd.



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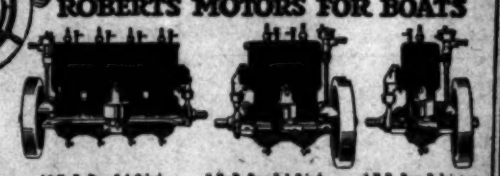
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PACKARD BRANCHING OUT INTO SOUTH AMERICA

Representative Finds Rich Field For Motor Cars And Brings Back Many Orders

New York, April 19.—The South America of O. Henry, with its barefoot-soldier revolutions and yellow fever, and the South America of wondrously beautiful cities, rich in art and culture and splendid architecture, peopled with diplomats and genteel folk, were found by Fred Cardway, who has just returned from a six-months visit.

His trip was made in behalf of the Packard Motor Car Company, the purpose being to discover methods American business men would best follow to establish a good, friendly footing of trade relations.

Mr. Cardway says the American desire to make business dealings prompt and entirely practical, from the American point of view, will not do in South America. The man who attempts to sell goods in that manner invariably fails, for the English, German and French people who have extensive trade interests in the South American countries do things more to the liking of the people.

"Your Frenchman, Englishman or German goes to Buenos Aires or Rio, and makes his home there. He becomes a citizen and takes an active interest in the welfare of the city and the nation," said Mr. Cardway. "Yet there is no doubt that goods of American manufacture will be welcomed in South America.

"I found many of the wealthy, educated people of Rio de Janeiro, Buenos Aires and Montevideo, who were astonished to know that there was such a thing as a twelve-cylinder motor car, or that America produced a motor car that surpassed the cars made in Europe.

"Since the beginning of war, practically no high grade cars have been sold, because of the difficulty of getting them from Europe. It really had not occurred to the majority of South Americans to even consider American-made cars for high class usage."

In the short time Mr. Cardway was in South America, he cabled to Detroit and brought with him personally orders for 25 Twin Sixes. He believes this is an indication that if American manufacturers in various lines will establish friendly and dignified trade relations with South America a splendid field will be opened to them.

If The Men Get The Habit? By Tom Powers

CAFE
CAFE
CAFE
WHAT WILL YOU HAVE?
BRING ME A LITTLE BAY RUM!
T. E. POWERS
HARRY I DO NOT LOVE YOU. KITTY
SUICIDE IS THE ONLY THING LEFT.
HOW MUCH FOR 15 FEET OF ROPE?
$65
WANT IT?
NO, THE HIGH COST OF DYING IS TOO EXPENSIVE

Watch Your Battery; It Is Important

However little the average motorist may know about his storage battery he knows at least that it must be given distilled water at regular intervals. Most motorists do it without having any idea why it is necessary.

The water that the car owner puts into his storage battery replaces that which has evaporated. The rate of evaporation naturally depends more or less upon the weather. In summer the battery should be filled up at least once a week because in hot weather evaporation is quicker. In winter it is generally necessary only once every two weeks.

The conditions under which a car is operated also helps determine the frequency of filling. For instance:

The charging of the battery generates heat in it. This naturally makes evaporation quicker, so that if a car is being run over long distances with infrequent stops and sparing use of the lights there is a tendency for the battery to become heated, sometimes, in fact, overheated. The owner of a car run under such conditions will frequently find it necessary to fill his battery with distilled water more frequently than the man who is using his machine for city running with frequent stop and low speed.

Under no conditions whatever should the car owner himself put acid in the battery to bring the electrolyte up to the proper specific gravity.

Normally, no matter how run down the battery may be, charging will restore it and restore the specific gravity of the electrolyte. The amount of acid in the electrolyte remains constant. It is the water only that evaporates. Adding acid, then, does not restore the battery but ruins it, for it makes the solution too strongly acid, causing rapid disintegration of the plates and general breaking down of the battery.

It is imperative to use distilled water or pure rain water that has not come in contact with any metal. Any mineral substance or foreign chemicals in the electrolyte will not only upset the chemical action that goes on inside the battery, but will rapidly ruin the plates.

Keeping the battery filled with water means keeping the plates covered one-half inch with electrolyte. This is absolutely necessary, not only for the preservation of the plates themselves, but to enable these plates to do their work. If only half of them are exposed to the action of the electrolyte, naturally only half as much power will be generated as when they are completely covered with the electrolyte. The battery is not able to give out the amount of power that it is designed to.

On the other hand, when the battery is being charged, there is great danger of its being ruined from overheating because the charge which it receives is designed to effect the whole battery; that is, all of each plate. If the plates are not covered with electrolyte the whole plate is not affected by the charge.

Packard Crosses Continent

F. M. Campbell, well known in automobile racing circles throughout the East, and a winter resident of California, has just completed in a Twin Six what is in many ways the most remarkable transcontinental trip ever undertaken in a motor car.

Commissioned to check up the posting of the Santa Fe trail, he left Los Angeles in a brand new Twin Six touring car March 1 by this route, with Bangor, Me., as his ultimate destination. March 1 is one kind of date in Southern California and a very different one in every foot of the high country from there to Bangor.

This is the itinerary: Los Angeles, Canta Fe., N. M.; Trinidad, Col.; Dodge City, Kan.; Kansas City, Indianapolis, Columbus, Hancock, Md.; Wheeling, W. Va.; Washington, Baltimore, Wilmington, Newark, Great Barrington, Boston, Portland, Bath, Bangor—where he checked in on March 31 after twenty-six days of actual running.

Between Ash Forks and Flagstaff, Ariz., Mr. Campbell broke the trail through snow that buried his axles on the level and was banked fifteen feet high on either side. Passing through Indiana, he left New Albany just four hours ahead of the cyclone that killed thirty-one people there on March 24. Between Cambridge, O., and Wheeling, W. Va., it required six and a half hours to negotiate an eight-mile stretch of gumbo, though the car was not stuck for a minute throughout that period. Over Jacob's Ladder, in Massachusetts, there was only one other track ahead of Mr. Campbell's car, and that apparently a wagon track. Here too the snow was over axles deep on the level and drifted in huge embankments on the sides. Strange to say, the Berkshire snow and that in the Arizona mountains was the deepest he found along the way, and the depth was about equal in those two regions.

Mr. Campbell used low speed for but one stretch during the entire trip—through the eight-mile slough between Cambridge, Ohio, and Wheeling, W. Va., already mentioned. He never raised the hood for the entire distance except to put in oil, had no tire trouble beyond picking up a nail in Indiana, and for the 3,577 miles used 338 gallons of gas and six gallons of cylinder oil. At no point did his car overheat or give him the slightest trouble.

When questioned about the practicability of such a trip at this season for the average tourist in the average car, Mr. Campbell remarked: "Well, I should hardly undertake it again myself in March knowing what I now know about the conditions, and certainly shouldn't advise it for any one else. Only a car designed and built throughout for maximum service could come through at all, and even it would need a certain amount of luck to make it without a hitch as we did. Things were bad enough in many places as it was, but if some of the heavy storms that came along here and there just after we had gotten by had come along just before—well, the story might not have read just the same way, even in a Twin Six."

One very interesting fact developed by Mr. Campbell's trip is that of this entire route scarcely six miles are without adequate signs.

'Driveaway' Idea Is Popular

Despite the very poor road conditions, this has been the most strenuous driveaway season ever experienced by the Willys-Overland Company of Toledo, O.

In other years, dealers and distributors residing within a 200-mile radius of Toledo came to the factory in April and drove shipments of cars away until late in the fall.

This season, however, found driveaways in vogue even during the heaviest Winter weater.

Practically ever since the announcement of the new comprehensive line of the Willys-Overland Company at the start of the year, dealers from faraway points in Michigan, Ohio, Indiana, Illinois and Pennsylvania have been braving the elements by driving their cars home to supply the immediate demands for the new models.

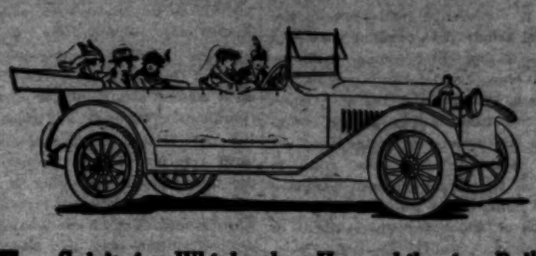
From fifty to 126 cars are being driven away daily during the winter season. These cars, if shipped by rail, would require from twelve to thirty-five freight cars a day.

If the present freight conditions are not remedied in the near future, it is expected that with the coming of better weather even a larger part of the entire production of the Willys-Overland Company will deliver itself to points at far greater distances than ever before.

A large space has been provided in the extensive factory garage of the Willys-Overland Company, where cars are placed for dealers, who must notify the compny twenty-four hours in advance of driveaways.

This is but one of the steps taken by the Willys-Overland Company to encourage driveaways, as it realizes that the fewer freight cars needed to ship its product, the more can be utilized for th transportation of other absolute necessities.

Some idea of the automobile business being done in Nebraska may be obtained from the report from Lincoln, which states that 300 more automobile licenses have been issued for the first two and one-half months of 191" than were issued during 1916 altogether. In 1916 there were 100,534, and the applications up to March 15 this year numbered 100,300, with licenses being applied for at the rate of 300 to 309 a day.



The Spirit in Which the Hupmobile is Built

THE Hupmobile spirit says "No!" to every hint of compromise or cheapness.

It injects an extra factor of safety into every part subjected to stresses or strain.

It puts the greatest steel mills in America on their mettle to meet the Hupmobile standard.

It guides every motion of every hand that shapes a part, or gauges it for accurate size and fit.

It has set in motion a system of inspection—of rough materials, finished parts, and assembled cars—which has no superior.

It is a captious, critical, unsatisfied spirit—a spirit of inquiry and supervision that is remorseless and untiring.

It has one thought—and one thought only—that nowhere in the world shall there be a man who can say that his money will buy him as good a car in its class as the Hupmobile.

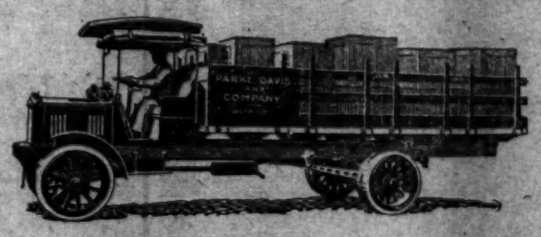
Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbit lined. Long wheel base 119" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims, tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A.
Dealers for all China, except Peking Province:

THE CENTRAL GARAGE CO., LTD.
2a Jinkee Road, Shanghai
DISTRIBUTORS

FEDERAL LORRIES



The Leaders' Choice

Many of the world's greatest manufacturers have selected FEDERAL Lorries.

Their judgment is based on the records made by FEDERALS in the hands of thousands of satisfied owners.

They know that FEDERALS will stand the test and take care of their haulage satisfactorily and economically

We have records and letters from thousands of these firms who have found FEDERALS to be more than represented. We will gladly tell you more about FEDERALS.

Five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton. Worm Drive exclusively.

FEDERAL MOTOR TRUCK COMPANY

A Company of great financial strength and stability.

DETROIT, MICHIGAN U. S. A.

Export Department
19 Broadway, New York City, U. S. A.
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Awarded the Only Gold Medal at the Panama-Pacific Exposition.

FISK TIRES

EMPHATICALLY THE BEST TYRE PROPOSITION ON THE MARKET

Fisk established quality at Fisk low prices offer car owners for the first time an absolutely sure way to cut tyre costs

FRESH STOCK: ALL SIZES

We carry a complete stock of Fisk tyres and tubes in all Standard Styles and Sizes.

NOTE THESE NON-SKID CASING PRICES

880 x 120	red top	Tls.	46.55	37 x 5		Tls.	53.85
	non-skid	„	43.60	36 x 4½		„	47.00
	plain	„	41.00	—		„	—
820 x 120	red top	Tls.	42.40	34 x 4		Tls.	44.60
	non-skid	„	40.15	„		„	39.75
	plain	„	48.10	„		„	37.50
875 x 105	red top	Tls.	40.25	33 x 4		Tls.	42.50
	non-skid	„	37.85	„		„	37.35
	plain	„	35.00	„		„	35.60
815 x 105	red top	Tls.	39.00	32 x 3½		Tls.	41.75
	non-skid	„	36.10	„		„	40.15
	plain	„	33.20	—		„	—
760 x 90	red top	Tls.	27.80	30 x 3½		„	20.75
	non-skid	„	25.25	„		„	19.60
	plain	„	21.70	—		„	—
red top	30 x 3	Tls.	17.60	red top	28 x 3	Tls.	15.80
non-skid	„	„	16.50	non-skid	„	„	14.75
plain	„	„	14.90				

SOLE AGENTS:

THE STAR GARAGE CO.

125 Bubbling Well Road. Telephone West 197

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, MAY 27, 1917

MR. TURNER'S XI EASY WINNERS

Run Total Of 206 For Five Wickets Against 136 By Capt. Barrett's XI

S. R. C. TEAM VICTORIOUS

Defeat Hanbury School Old Boys By 10 Runs And Wicket To Spare

Mr. W. C. D. Turner's eleven handily won from Capt. Barrett's eleven in the Shanghai Cricket Club match yesterday afternoon, with a score of 206 for five wickets as against 136.

The score follows:

Mr. W. C. D. Turner XI

W. C. G. Clifford, c. Foster, b. Monk	19
C. S. Cheetham, c. Barnes, b. Monk	2
C. W. Bailey, c. Martin, b. Foster	1
S. Deeks, c. Barnes, b. Martin	90
H. Langley, c. Foster, b. Monk	27
D. Campbell, not out	38
E. G. Norman, not out	13
W. C. D. Turner, T. G. Smeaton, R. Grimshaw, did not bat	
Extras	16
For 5 wkts	206

Bowling Analysis

	O.	M.	R.	W.
W. J. Monk	14	1	71	3
W. C. Foster	13	1	55	1
Etheridge	2	0	11	0
C. Martin	5	0	28	1
L. Wheen	5	0	19	–
Capt. Barrett	2	0	12	–

Capt. E. I. M. Barrett's XI

Capt. E. I. M. Barrett, c. Norman, b. Thomson	21
L. Wheen, b. Bailey	50
W. J. Monk, b. Bailey	10
W. H. L. Warrener, st. Deeks, b. Bailey	0
E. G. Barnes, c. Deeks, b. Bailey	2
W. C. Foster, c. Deeks, b. Bailey	13
Etheridge, st. Deeks, b. Turner	5
Martin, st. Deeks, b. Turner	1
Wavell, c. Langley, b. Grimshaw	16
Cockin, b. Grimshaw	5
W. J. Haynes, not out	0
Extras	12
	136

Bowling Analysis

	O.	M.	R.	W.
W. C. G. Clifford	6	0	31	0
R. Grimshaw	5	0	23	2
C. E. M. Thomson	4	0	16	1
C. L. W. Bailey	10	0	41	5
W. C. D. Turner	6	0	25	2

S.R.C. XI Wins

The Recs won the game with the Thomas Hanbury School Old Boys by 10 runs and one wicket to spare. For the Recs Wilson and Purcell batted extremely well for 40 and 32 runs, respectively. Cooper also played in excellent style for 22 runs, being well supported by C. Ollerdessen, with 18 runs. For the winners Purcell bowled well with 4 wickets for 7 runs. Jensen and Willis batted well for the Old Boys and were the best bowlers, although Ambrose had bad support in the field.

The Score:

S. R. C.	
H. J. Cooper, b. Ambrose	22
F. Madar, b. Ambrose	1
W. E. Wilson, b. Ambrose	40
R. H. Purcell, c. Willis, b. Jensen	32
C. E. Ollerdessen, b. Jensen	15
E. Noakes, run out	0
E. J. Cooke, b. Willis	0
S. Green, not out	0
H. J. Barnes, b. Jensen	0
R. Phillips, b. Willis	1
C. Komaroff, did not bat	0
Extras	0
Total	114

Bowling Analysis

Bowlers	O.	R.	W.
Ambrose	13	55	3
Quincey	4	32	0
Sinclair	2	11	0
Madar	5	14	0
J. V. Jensen	4	1	3
Willis	2	1	2

Hanbury Old Boys

A. S. Ahmed, b. Wilson	18
L. P. Quincey, c. Komaroff, b. Wilson	18
A. E. Madar, c. and b. Ollerdessen	0
J. V. Jensen, b. Wilson	0
S. V. Jensen, not out	23
H. J. Ambrose, b. Ollerdessen	0
A. J. Willis, c. and b. Purcell	28
S. Madar, c. Cooper, b. Purcell	0
S. A. Johansen, b. Purcell	1
S. Costa, run out	2
J. S. Sinclair, b. Purcell	0
Extras	15
Total	104

Bowling Analysis

Bowlers	O.	R.	W.
W. E. Wilson	9	21	3
H. J. Cooper	7	34	0
C. E. Ollerdessen	6	16	2
R. H. Purcell	3.1	7	4

CHIN-CHIN

"MY LADY"

My lady's working on the farm,
Vast granaries she's stocking;
Whilst hubby's in the trenches,
Wilhelm's ambitions docking.
So Jossman, kindly tell me—
Who does the cradle-rocking?—

H.

My Lady works upon a farm.
Remember this is Sunday,
To change this rhyme would be a balm;
We'll do it sure next Sunday.

Intelligent Curiosity?

This is merely frivolous inquiry. What would be your idea of intelligent curiosity? It is an arresting phrase. It sounds as if it contained some intelligence and it thoroughly arouses the curiosity. To blow down the barrel of a gun in order to ascertain if it is loaded reveals curiosity; not to do so reveals intelligence. Thus when a person blows down the barrel of a gun the triumph of curiosity over intelligence stands exposed. You view the inside of the skull. (3 rousing shivers!)

It is a difficult matter, this. Is it possible for a girl to display intelligent curiosity concerning her fiance's past? One might say she could be intellectually curious, but would the revelation of her curiosity be an act of intelligence? And would her intelligence, if she had any, survive the shock and strain put upon it by the meagre details elicited—the short and simple annals of the pure? Alas!

Again, one might display curiosity as to whether a certain mosquito was a yellow fever carrier—but would it be intelligent? We dare say the Kaiser had a lot of curiosity concerning Paris, but was it intelligent? One might ask of the poser of this problem: Is he intelligent or is he a curiosity? It is evident he cannot be both—or, indeed, is it? Still the query looks and sounds all right. Already we are curious concerning the intelligence of possible replies. Can you think of any action that would reveal intelligent curiosity?

H. W.

VIVE LA NO. 1 DAY

They say the saddest words that tongue,
Or pen, have brought to note
Are "Such and such things might have been,"
—Or some such mournful rote.
I fain would take exception
To that ancient adage drear
And say the saddest words are these:
"No chits accepted here."

JIMMIE

And For Ladies' Hats?

Dear Chin Chin: I also saw the white bird at the British Consulate, and heard one person remark that it was the sign of cold feet. But what nonsense! Leave white birds for men who show the white feather.

MRS. L. L.

Kind Hearts In China

General Lu Yung-ting has telegraphed to the Government recommending that an important post be given to General Lung Chi-kwang because the post of Director-General of the Mines of Kwangtung and Kwangsi does not require the services of so talented an official.—*Peking Exchange.*

Something up around Lake Kokonor, just for the summer, for instance.

Art Wins Over Nature

The vanity box has triumphed over Mother Nature, and the simple cheek, incarnadined alone by the rosy flush of youth, must pale in defeat before its rival, daintily touched with the rouged chamois.

For the girls of Wesleyan College have so decided.

In a debate between the Lanier and Harris literary societies of the college, the former, which upheld the affirmative side of the subject: "Resolved, That art is a better beautifier of the face than Nature," was easily victorious.—*Atlanta Constitution.*

Anybody familiar with the recent history of the Republican party knows without being told that T. R. is the ablest man in the country when it comes to creating a division.—Boston Transcript.

And how shall you get on tomorrow?

THE JOSS MAN.

INDOOR SPORTS By Tad

WHY CASPAR- ARE YOU GOING TO DANCE WITH THAT WOMAN WITH THE GREEN HAT?
HUH- IF HER FACE WAS HER FORTUNE SHE'D BE IN THE POORHOUSE
I THOUGHT YOU DIDN'T DANCE
PARDON ME A MOMENT BOYS. I HAVE A DANCE ON WITH THAT GIRL WEARING THE GREEN KELLY
MY STARS! THAT NEWS TO ME CASPAR- I DIDN'T KNOW THAT YOU DANCED
THE WHOLE WORLD ON ONE CHECK
POOR UNSUSPECTING PERSONS
INDOOR SPORTS
WATCHING A 20 MINUTE HARD BOILED EGG GET UP TO DO THE FOX TROT FOR THE FIRST TIME IN HIS LIFE AS HE LAMPS THE WAITER COMING WITH THE BAD NEWS

Oarsmen Put In Final Licks For Next Week's Regatta

Everything is now in full swing for the Henli Regatta of the Shanghai Rowing Club, scheduled for next Saturday and Sunday. Training has been going on vigorously and steadily for the past three weeks, and the boathouse has presented a busy scene each evening, reminiscent of former days. The Griffins especially have been exhibiting marked enthusiasm, which is one of the most grateful portents that the older oarsmen could observe.

The detailed program for each day shows the widest possible variety of aquatic events. Aside from the straight rowing events, there are motor boat races (for both heavy and light craft) sailing races and a swimming item (the first official one held on the Hunyangkong).

The beautiful Henli reach will doubtless present an animated appearance on the regatta days, especially if the weather conditions are propitious, as a large number of houseboat owners have applied for berthing accommodation, and, decked out in their gala attire of bunting, etc., they will afford a pleasing touch of color to the waterscape. The railway authorities as usual have given every assistance to the Club Committee and will run special trains for crews and holiday makers on the regatta days, full particulars of which are to be found in the advertising columns.

The services of a capable lot of officials have been secured, as follows:—

Judges, O. H. Potts, A. L. Anderson.
Umpires, A. E. Algar, T. H. R. Shaw, C. J. Scott.
Starters, E. T. Byrne, P. Crighton.
Clerk of the Course, T. H. Suffert.
Time Keepers, D. H. Cooke, D. C. Hutchison.
Press Official, R. W. MacCabe.
Pontoon Officials, D. M. Graham, W. J. Gande, W. B. Kennett.
Hon. Sec.-Treas., C. V. Jensen.
Committee, Messrs. W. E. Sauer, Captain H. P. B. Jones, Vice-Captain C. V. Jensen, Hon. Sec.-Treas. N. G. Beale, E. A. Ericson, D. M. Graham, W. J. Gande, D. C. Hutchison, W. B. Kennett, A. Lagrange, A. G. Mossop, H. N. Olsen.

The detailed program for the regatta follows:

SATURDAY

Hong Fours 3.30 p.m.
Griffin Pairs 4.00.
Sculling Championship 4.30.
S. V. C. vs. Fire Brigade 4's 5.00.
Junior-Senior Pairs 5.30 p.m.
Light Motorboat Race 5.45.
Motor Boat "Joyriding" for War Funds 6-7.

SUNDAY

Motor Boat, Preliminary runs 9.15-10 a.m.
Griffins Fours 10.
Club Fours 10.30.
Mixed Races 11.00.
Swimming Races 11.45.
Sailing Race 1.45 p.m.
S. V. C. vs. Fire Brigade Eight 3.30.
Heavy Motor Boat Race 4.00.
Presentation of Prizes 4.30.

The Entries for the S. V. C. vs. Fire Brigade Four are American Company for the S. V. C. and The Deluge for the Brigade.

The American Company line-up is:—

A. D. Stewart, Bow.
L. R. Little, 2.
W. E. Sauer, 3.
V. Olsen, Stroke.

Of the American Company Four, Stewart is showing considerable promise in his new position. Swings well but should aim to mark his beginning and finish better.

Little is a griffin, slow with his hands but showing remarkable form for a beginner. Sauer is an experienced oar but with faults hard to correct at this stage of his rowing career. Olsen is a bowside man but owing to the scarcity of strokes has had to adapt himself to a new position. He is a powerful oar and pulls through strongly at all times, but has a slight tendency to roll.

The crew to represent the Deluge are also rowing in the Fire Brigade Eight. They have not had much practise together in the "Four" but nevertheless they will make the soldiers go all the way, as they are in splendid training and have put in some very useful practice in the Brigade Eight.

In the "Eights" race the various Companies of the S. V. C. have combined to form a crew against the Fire Brigade companies and the make-up of their eight is:—

Stewart, Bow, American Company.
Quine, 2, Engineer Company.
Gordon, 3, Artillery Company.
McIntyre, 4, Engineer Company.
Sauer, 5, American Company.
Campbell, 6, Machine Gun Company.
Watson, 7, Machine Gun Company.
Olsen, V. Stroke, American Company.
T. W. Mitchell, Cox.
H. N. Olsen, Coach.

This "Eight" has had difficulty in getting together and while the present combination is probably not the best in the Corps, it is an aggregation that has shown considerable sporting spirit in their determination to put in a crew and that is what the club is endeavoring to promote.

The Brigade Eight turn out better for fires than they do for rowing practice. They never by any chance put in any tubbing practice, and without this they cannot show up well. Faults, common to most oarsmen who have not thoroughly mastered the rudiments of rowing on fixed seats, are very evident in the Fire Brigade crew. The slide work of the Eight is far from being correct, and this is noticeable more particularly in the manner in which slides are allowed to run, just as the blades take the water. The swing at the beginning of the stroke is in consequence rendered valueless, and a weak, irregular and disjointed finish results.

The following comments on the individual work of the crew may be of interest:—

Bow.—Should sit more at the finish of the stroke so as to enable him to get the quickness of the movement so necessary for this position.

3.—Has not enough hold of his slide at the commencement of the stroke. Should reach forward more and get shoulder weight onto the beginning.

2.—Is inclined to be unsteady just at the beginning of the stroke. This is due to too much arm work and a jerky reach out at the commencement

(Continued on Page 2)

Golden Oriole Wins Derby Cup at Kiangwan Races

It was in every way a grand day's sport at Kiangwan, yesterday, on the opening of the International Recreation Club's two-day Whitsun meeting. The weather was superb and so the attendance was naturally very large.

As to the fields, they can seldom have been surpassed. Three for the steeplechase was only what was to be expected, but only two other races had a small turnout and for the rest the fields were exceptionally large, some touching the score mark. Very few of the classic ponies were saddled, for which the hard ground has to be blamed, but this served only to level up the running, which throughout was very even and some of the finishes were most exciting.

The big race of the day, for the Derby Cup, over a mile and a half, brought something of a surprise. With Gladiator and Ashfield non-starters and Grey Goose a proved failure over the distance, it did look a soft thing for Morningside, Mr. Burkill up.

Entering the straight, it was ten to one bar anything but the favorite, who was in the van, going easily, but, a furlong from home, The Golden Oriole got up and, well handled by Mr. Hill, jumped home with three-quarters of a length to spare. And The Oriole is reckoned a still better pony!

Mr. Stewart not being down here, Mr. Morriss rode his own ponies and a lady friend's query from the stands: "Why get Stewart?" was a well-deserved compliment, for Mr. Morriss rode three winners and had to work on all of them—that is to say, he had to ride hard to get Wakefield in for the Littleport Plate, in a fine finish with Osiris, and Homefield still harder to beat Ayame (ex-Klodshans) and Swanee for the non-winners sprint, whilst Omedeto had to be cleverly handled in the selling race to give it the position which resulted in an easy win from that smart performer House Boy.

It looks as though nothing can stop Niblick. Swanee, with an allowance for once, had a great chance in the opening sprint and was an apparent winner all the way down the straight, Niblick jumped in on the last few strides and claimed the stakes by a short head.

The Juvenile Plate brought a riotous battle between Ayame, Gold Bar and Azuma, who finished in the order named, but after they had all crossed and re-crossed each other three or four times, making a regular cat's-cradle. A protest lodged by Gold Bar's rider was sustained and Mushkin was let in for third place, but it is really only fair to say that Ayame was no worse an offender than the other two.

And here a suggestion. They have inaugurated a new idea at Kiangwan whereby the steeplechases finish on the flat course, with which there is nothing to quarrel. However, the alteration has necessitated some new rails and it was at these, newly-painted, that ponies shied in almost every race, several nasty accidents being narrowly averted. It was shying which started the foul-riding in the race mentioned and the Stewards would do well to have the new rails dirtied down somehow.

Mr. Schoch, who has quite a reputation for surprises, sprang a big one in the Novices Steeplechase. Black Pearl looked easy of the three runners and went out to a long lead. It was not until the straight had been entered that Mr. Schoch brought England up and then he simply rode the favorite out of it, making up all the big advantage and winning anyhow.

There was a glorious finish to the Red Rose Stakes, Sir Lamerock, Wynona and Sandy battling it out boot to boot. The judge placed them in the same order, but only by a neck and a head. With no room for the whip, it was all real hard riding and alone was worth the journey to see.

Though it has done little to deserve it, Lights Out still has a big reputation and was a hot favorite for the Claremont Plate. It never had a look in with Dunmore, who won as it pleased.

Taishyo is as good as ever and, making light of its big burden of 161 pounds, ran away with the Asiatic Stakes. The old Capercailzie came up once more, to run third to Father Christmas, under 162 lbs., its owner again in the saddle.

Mr. McBain had a nasty accident in the Derby Cup. Rounding the first bend from the start, something went wrong, though it was difficult to form an opinion, as the dust cloud was so thick. The young jockey came a purler and had to be carried in. He is believed to have either a broken collarbone, or an injured rib.

The races will start again on Monday at 1.30 p.m.

The detailed results yesterday follow:

1.—**The Shotover Plate.**—Value $300. 2nd pony $75, 3rd pony $25. For China ponies. Weight for inches as per scale. Winner of a race up to and including 5 furlongs, since January 1, 1917, 5 lbs. extra and of 2 or more such races, 7 lbs. extra. Ponies that have started in and not won such races allowed 5 lbs. Ponies that have never won a race

(Continued on Page 2)

SHANGHAI WINS ERRATIC GAME

Civilians Defeat Navy Team By The Score Of 10 To 4

SLUGGERS RULE THE DAY

Local Men Touch Up Sailors' Pitcher For Fourteen Safe Bingles

There were several wild sessions in yesterday's ball game between Shanghai and the Navy and the fans got a look at practically all grades of ball playing before the nine innings closed with Shanghai holding the heavy end of a 10 to 4 score.

Errors, some lawless base running, considerable work with the willow and three double plays were among the day's complications. Hess, tossing for the sailors, was touched for 14 safeties. Shanghai tried out a new man, Eppes, after Tinkum had to leave the game at the end of the fourth, and though wild at the start he did fairly well, allowing only three real hits. Two of these came in the sixth and coupled with some rocky support resulted in three runs and what looked for a while like a come-back for the tars.

Shanghai started registering in the first frame. Holliday, first up, got a walk, moving up one on Woods' sacrifice. Wilhoit pulled a lovely drive over to left for two bags, bringing in the first tally, and immediately stole third. Neergaard singled, scoring Wilhoit. The blond catcher stole second and then went on to third when Childs dropped Nichols' easy fly to left. He tried to register but was nailed at the plate by Collins' throw. Clapp walked and Bristow flew to the first baseman. Childs dropped another fly in the second and was replaced by Call.

Navy got one in their half. Hair was out unassisted, via Bristow, and Van Kleek had also perished, Wilhoit to Bristow, when Hess singled through short. He stole second and Glover walked. At this juncture were discovered the hitting abilities of Collins. He rapped one cleanly to left, bringing Hess in. Childs struck out.

Tinkum got a hit in the second and Woods gathered another in the third, but ran into a double play. Neergaard rapped to short after Wilhoit's out and Luna whipped the ball to Collins just in time to nip the speedy centerfielder and make the play to first.

Mr. Collins was with us again in the Navy's fourth. This time it was a beautiful clout over the centerfielder's head and would have meant a round trip if the heavy hitter had not been slowed up by a lame leg. As it was he perished in solitude at third when the next two men failed to produce.

Shanghai's new pitcher, after heaving the first ball over Neergaard's head and into the stands, got through the fifth without dire damage, but things looked bad for him in the sixth—largely owing to poor fielding. Woods juggled Van Kleek's bounder to begin with. Hess made first on the fielder's choice, Van going out, Nichols to Wilhoit. Glover hit safely past third. Then Wilhoit fumbled Collins' third slam and two runs came across. Eppes contributed a bobble himself on Call's pop and Collins scored. Luna singled and stole second but was caught at third by Neergaard's throw to Nichols.

Shanghai got to Hess for seven safeties in the seventh and eighth—Sokall accumulating a three-bagger—and added five runs. Sokall also made a grand running catch of Van Kleek's fly in the seventh. Another feature deserving applause was Dr. Clapp's beautifully laid out sacrifice bunt, instrumental in registering the tally in the third.

Considering the counter attraction at Kiangwan there was more than a fair crowd out to express approval of the new grandstands and it is expected that the stands will have a capacity test when Shanghai meets another Navy team at 2 o'clock this afternoon. Dr. Stephenson officiated behind the plate yesterday to the satisfaction of everybody and the fans gave a welcome to Mr. Merriman when he strolled out to look after things in the field.

Hadley and Scott will twirl today.

The Score:

Shanghai	2	0	0	1	1	1	2	3	0	—10
Navy	1	0	0	0	0	3	0	0	0	— 4

Shanghai:

	Ab	r	bh	sh	po	a	e
Holliday, ss	3	3	2	1	1	1	2
Woods, cf	2	0	2	2	0	0	0

Wilhoit, 2b	5	2	3	0	4	2	1
Neergaard, c	5	0	2	0	10	3	2
Nichols, 3b	2	2	0	1	1	2	1
Clapp, rf	3	0	1	1	0	0	0
Bristow, lb	5	1	0	0	9	1	0
Sokall, lf	5	1	2	0	2	2	1
Tinkum, p	2	0	1	0	0	2	0
Eppes, p	2	1	1	0	0	1	1
Total	35	10	14	5	27	14	8

Navy:

	Ab	r	bh	sh	po	a	e
Hair, 3b	3	0	1	0	1	2	2
Van Kleek, lb	4	0	0	1	16	0	0
Hess, p	4	2	1	0	1	3	0
Glover, c	3	1	1	0	3	3	1
Collins, 2b	4	1	2	0	5	4	1
Childs, lf	1	0	0	0	0	0	2
Call, lf	3	0	0	0	0	0	0
Luna, ss	4	0	1	0	0	4	1
Stevenson, cf	4	0	0	0	1	0	0
Glowacki, rf	4	0	0	0	0	0	0
Totals	34	4	6	1	27	16	7

Hits off Tinkum, 3 in 4 innings. Struck out, by Tinkum, 5; by Eppes, 5; by Hess, 1. Bases on balls, off Tinkum 2; Hess, 3. Three base hits, Collins, Sokall. Two base hit, Wilhoit. Double plays, Luna-Collins-Van Kleek; Collins-Van Kleek; Sokall-Bristow-Wilhoit. Stolen bases, Hess, 2; Luna 2; Glowacki; Holliday, Woods; Wilhoit, 2; Neergaard; Nichols. Hit by pitcher, Nichols.

SOOCHOW WINS AT TENNIS

Special Correspondence of The China Press

Soochow, May 25.—The tennis tournament between Soochow and Nanking has just been played and every contest was won easily by Soochow University men. Herewith the scores:—

Singles.—T. T. Li, Soochow University, won from James Ho, Univ. of Nanking, 6-3, 6-1.

K. L. Liang, Soochow, won from T. B. Liu, Nanking, 6-0, 6-1.

Doubles.—Z. D. Waung and T. Y. Li, Soochow, won from James Ho and T. B. Liu, Nanking, 6-2, 6-3.

Singles.—T. T. Li, Soochow, beat T. B. Liu, Nanking, 6-3, 6-0.

K. L. Liang, Soochow, beat James Ho, 6-0, 6-4.

There is another evidence that Soochow is not altogether out of the world. Yesterday there was held a large competition between the fire companies of Soochow, Changchow, and Wusih. Large crowds gathered to witness it.

Oarsmen Put In Final Licks

(Continued from Page 1)

just where the utmost steadiness is required in order to get the ideal beginning.

4.—Rows deep at times due chiefly to forceful arm work which result in the blade being allowed to sink too deeply as it enters the water. A longer reach out and a better turning over of the blade on the reach out will remedy the fault of going deep.

5.—Has shown great improvement with his blade work. Is inclined to finish slowly and without sufficient drop of the arms. Inclines to row with bent arms as he reaches forward on the slide which means an unsteady loose beginning.

6.—Slide goes too suddenly both backwards and forwards; blade work is right but could be improved and the stroke lengthened with more attention to slide.

7.—Rows deep. Due chiefly to delay in turning the blade over in the forward reach out. No. 7 promises to be a useful oar, and should give all his attention to practice in pairs.

Stroke.—Rows a steady long stroke with a good body beginning. Rather inclined to slow up in the recovery with the body and arm movements.

The entries for the Heng Fours are the Public Works Department and the Great Northern Telegraph Company, with personnel as follows:—

Public Works Department
H. F. Merrill, bow.
E. McIntyre, 2.
W. E. Sauer, 3.
K. H. Gardner, Stroke.
T. W. Mitchell, Cox.

Great Northern
N. Justesen, bow.
J. B. Norgaard, 2.
O. A. Hansen, 3.
F. V. Jensen, Stroke.
H. F. Landers, Cox.

Golden Oriole Wins Derby

(Continued from Page 1)

allowed 5 lbs. Allowances accumulative.—5 furlongs.

lbs.
Mr. Robson's grey Niblick, Mr. R. M. Dalgliesh . 165—1
Messrs. Toeg and Speelman's brown Swanee, Mr. A. J. P. Heard ..... 163—2
Mr. John Johnstone's grey Drumstick, Mr. J. Johnstone ..... 151—3

Also ran: Malcolm (Mr. C. R. Burkill), Loofield (Mr. J. I. Ezra), Visitor (Mr. R. E. Toeg), Homefield (Mr. H. Morriss), Yamato, late Optimist (Mr. K. Terada), Bright Star, late Cockerel (Mr. E. McBain), The Starling (Mr. W. Hill), Bedington (Mr. M. O. Springfield), Organism (Mr. T. L. Hu), Mashie (Mr. E. Schoch), Nigger (Mr. H. F. Hu), Pretoria (Mr. S. A. Sleap), Katori, late Birchwood (Mr. S. Nagai), Recommendation (Mr. J. Liou), Quickstand, late How Much (Mr. V. H. Lanning).

Short head; three lengths. Time 1.13.1.

Pari-mutuel. To win $16.20. Places 1st $8.20, 2nd $8.20, 3rd $19.60.

Cash sweep. 1st ticket 480, 2nd 242, 3rd 43. Unplaced, 360, 216, 109, 449, 255, 478, 306, 173, 126, 386, 377, 441, 82, 304, 484.

2.—The Juvenile Plate. Value $300. 2nd pony $75. 3rd pony $25. For China ponies that have never raced previous to January 1, 1917. Weight for inches as per scale. Ponies that have started and not won a race allowed 7 lbs. Winners of 2 races 5 lbs. extra. 3 or more races, 7 lbs. extra. Any griffin or Derby winner, 10 lbs. extra. Penalties not accumulative. 1 mile.

lbs.
Mr. S. B. S.'s ches. Gold Bar, Mr. H. F. Hu ..... 146—1
Mr. Onden's white Azuma, Mr. J. I. Ezra ..... 158—2
Mr. Kosmos' grey Mushkin, Mr. V. H. Lanning ... 155—3

Also ran: Flysand (Mr. C. R. Burkill), Bagdad (Mr. S. P. Ma), Grab (Mr. J. Johnstone), Conquest, late Haywood (Mr. S. W. Voong), The Goldfinch (Mr. W. Hill), Bapaume, late Ashley (Mr. E. McBain), Neroism (Mr. T. L. Hu), Blighty (Mr. R. M. Dalgliesh), Prince Charlie, late Orientalism (Mr. E. Schoch), Capillano (Mr. A. J. P. Heard), Essex Chief (Mr. G. Grayrigge), Mosul (Mr. C. T. Chu), Ayame, late Klodshans (Mr. J. Liou), Wild Oats (Mr. M. O. Springfield), Diala (Mr. E. Moller), The Kangani (Mr. T. U. Yih), Iton (Mr. S. A. Sleap).

One length; the same. Time 2.5.2.

Pari-mutuel, to win $39.50. Places, 1st $20.40, 2nd $113.80, 3rd $30.

Cash sweep. 1st ticket 526, 2nd 301, 3rd 284. Unplaced, 476, 442, 51, 354, 539, 332, 201, 383, 211, 446, 499, 311, 307, 314, 440, 46, 338.

3.—The Littleport Plate. Value $300. 2nd pony $75. 3rd pony $25. For all China ponies. Weight for inches as per scale. Ponies that have started and never won a race allowed 10 lbs. Any classic winner of 1917, 5 lbs. extra. 11 miles.

lbs.
Mr. Henry Morriss' brown Wakefield, Mr. H. Morriss ..... 155—1
Mr. T. S. Forrest's grey Osiris Mr. J. Johnstone ..... 155—2
Mr. W. M. Sutherland's grey Battle Dawn, Mr. A. J. P. Heard ..... 158—3

Also ran: Houp La (Mr. C. T. Chu), Ampat (Mr. R. M. Dalgliesh), Wormwood (Mr. S. Nagai).

Three-quarters of a length; many. Time, 2.38.4.

Pari-mutuel, to win $38.10. Places, 1st $6, 2nd $5.60, 3rd $5.90.

Cash sweep, 1st ticket 473, 2nd 420, 3rd 673. Unplaced, 552, 810, 268.

4.—The Novices Steeplechase. Value $300. 2nd pony $75. 3rd pony $25. For all China ponies that have not won more than one steeplechase. Non-winners to carry 155 lbs. and winners 160 lbs. Jockeys who have not won a steeplechase allowed 10 lbs. and who have not won more than 2 steeplechases allowed 5 lbs. About 2 miles.

Mr. Renniks' grey England, Mr. E. Schoch ..... 148—1
Mr. Ezra's black Black Pearl, Mr. J. I. Ezra ... 160—2
Mr. E. R. Hooper's ches The Disappointing Bird, Mr. M. O. Springfield 160—3

Pari-mutuel, to win $28.40. Places, 1st $7, 2nd $5.40.

Cash sweep. 1st ticket 565, 2nd 10, 3rd 278.

5.—The Derby Cup. Value $2,000. 2nd pony $400. 3rd pony $200. For China ponies being griffins of the year 1917. Weight for inches as per scale. Winners of Kiangwan, Shanghai, Hankow, Tientsin and Hongkong Derby and-or Champions, 10 lbs. extra. Penalties not accumulative. Non-winners allowed 5 lbs. 1½ miles.

Messrs. Winsome and Hasty's ches The Golden Oriole, Mr. W. Hill ... 158—1
Mr. E. R. Hooper's ches Morningside, Mr. C. R. Burkill ..... 158—2
Messrs. Toeg and Speelman's ches Fresco, Mr. A. J. P. Heard ..... 150—3

Also ran:—Runaway (Mr. J. Liou), Silversand (Mr. J. I. Ezra), Morning Star (Mr. H. F. Hu), Lucky Star (Mr. T. U. Yih), Commercialism (Mr. T. L. Hu), Shirley (Mr. R. M. Dalgliesh), Golden Horn (Mr. E. McBain), Grey Goose (Mr. J. Johnstone), Twenty-two Carat (Mr. C. T. Chu), Senzai (Mr. S. Nagai), Middelkerke (Mr. E. Moller).

Three-quarters of a length; two. Time, 3.12.

Pari-mutuel, to win $46.10. Places, 1st $14.20, 2nd $8.10, 3rd $20.80.

Cash sweep. 1st ticket 117, 2nd 734, 3rd 282. Unplaced, 282, 768, 336, 46, 471, 267, 415, 262, 596, 646, 427.

6.—The Red Rose Stakes. Value $300. 2nd pony $75. 3rd pony $25. For China ponies. Weight for inches as per scale. Ponies that have never won a race allowed 10 lbs. 1 mile.

lbs.
Messrs. Toeg and Speelman's dun Sir Lamerock, Mr. A. J. P. Heard ..... 165—1
Mr. Fash's grey Wynona, Mr. W. Hill ..... 158—2
Mr. John Johnstone's ches. Sandy, Mr. J. Johnstone ..... 165—3

Also ran: Loofield (Mr. J. I. Ezra), Conqueror (Mr. S. W. Voong), So Much (Mr. J. J. de Souza), Railway (Mr. J. Liou), Fairylight (Mr. E. Moller), Harlequin (Mr. T. L. Hu).

A neck; a head. Time 2.3.4.

Pari-mutuel, to win $54.50. Places, 1st $9.80, 2nd $9.20, 3rd $6.70.

Cash sweep. 1st ticket 751, 2nd 3, 3rd 320. Unplaced, 103, 109, 494, 65, 474, 605.

7.—The Claremont Plate.—Value $300. 2nd pony $75, 3rd pony $25. For China ponies that have started either in a steeplechase or on the flat at Kiangwan this year and have not won. Weight for inches as per scale. Griffins of the year allowed 5 lbs. Unplaced griffins of the year allowed 10 lbs.—1 mile.

lbs.
Mr. Jack's ches Dunmore, Mr. J. Liou ..... 159—1
" John Johnstone's ches Lights Out, late Candlelight, Mr. J. Johnstone ..... 155—2
" Perchang's skew Optimism, Mr. W. Hill ... 147—3

Also ran:—The Chopper (C. R. Burkill), Inhocence (S. P. Ma), Bagdad (T. L. Hu), Conquest, late Haywood (C. T. Chu), Sunset (H. F. Hu), Spring Witch (T. U. Yih), Tokusho (Nagai), Way Out (S. A. Sleap), Izumi (J. I. Ezra).

Three lengths; two.—Time, 2.5.

Pari-mutuel, to win $17.90. Places, 1st $6.80, 2nd $6.50, 3rd $10.70.

Cash sweep.—1st ticket 552, 2nd 307, 3rd 81.

Unplaced, 151, 1, 602, 471, 247, 536, 334, 73, 614.

8.—The Asiatic Stakes.—Value $300. 2nd pony $75. 3rd pony $25. For China ponies. Weight for inches as per scale. Winners at this meeting, 5 lbs. extra. Ponies that have not won a race of 1 mile or over allowed 5 lbs. Any classic winner, 5 lbs. extra. Up to the time of entry ponies that have not won a race since June 20, 1914, allowed 10 lbs. Allowances and penalties accumulative.—1⅛ miles.

lbs.
Mr. Onden's skew Talahyo, Mr. J. I. Ezra ..... 161—1
" Seth's grey Father Christmas, late Moratorium, Mr. A. J. P. Heard ..... 155—2
Messrs. Winsome and Hasty's brown The Capercaillie, Mr. H. E. Arnhold 162—3

Also ran:—Starfield (H. Morriss), Smetana (V. H. Lanning), Bapaume, late Ashley (J. Liou), White Wolf (T. U. Yih).

Two lengths; the same.—Time, 2.13.2.

Pari-mutuel, to win $10.30. Places, 1st $5.50, 2nd $6, 3rd $7.30.

Cash sweep.—1st ticket 372, 2nd 535, 3rd 586. Unplaced, 16, 460, 302, 464.

9.—The Speculation Selling Plate.—Value $400. 2nd pony $75. 3rd pony $25. For all China ponies. Winner to be sold for $400, 5 lbs. extra, if entered to be sold for $300, weight for inches as per scale; if entered to be sold for $200, allowed 5 lbs; if entered to be sold for $100, allowed 10 lbs.—1¼ miles.

lbs.
Mr. Henry Morriss' grey Onedeto, Mr. H. Morriss ..... 146—1
" Tah Yuen's grey House Boy, Mr. J. Liou .... 142—2
" S. Nagai's dun Katori, late Birchwood, Mr. S. Nagai ..... 159—3

Also ran:—Automaton (H. F. Hu), Historic (A. J. P. Heard), Mechanism (M. O. Springfield), Houp La (C. T. Chu), Miyake (J. I. Ezra), Silver Bar (T. L. Hu).

Four lengths; three.—Time, 2.40.3.

Pari-mutuel, to win $34.60. Places, 1st $15, 2nd $8.90, 3rd $64.40.

Cash sweep.—1st ticket 263, 2nd 509, 3rd 34.

Unplaced, 208, 377, 12, 67, 180, 443.

10.—The Park Plate.—Value $300. 2nd pony $75. 3rd pony $25. For China ponies that have started in a flat race at this meeting and have not won. Weight for inches as per scale. Ponies that have started and never won a race allowed 10 lbs. —7 furlongs.

lbs.
Mr. Henry Morriss' dun Homefield, Mr. H. Morriss ..... 161—1
" Meguro's dun Ayame, late Klodshans, Mr. J. Liou ..... 142—2
Messrs. Toeg and Speelman's brown Swanee, Mr. A. J. P. Heard ..... 158—3

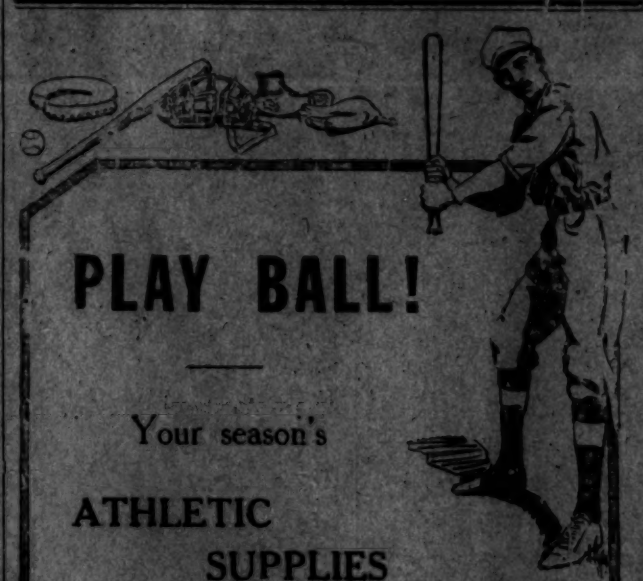
Also ran:—Yamato, late Optimist (K. Terada), Morning Star (H. F. Hu), Bright Star, late Cockerel (W. Hill), Organism (T. L. Hu), Blighty (R. M. Dalgliesh), Ampat (S. A. Sleap), Recommendation (T. U. Yih).

Short head; the same.—Time, 1.48.

Pari-mutuel, to win $12.70. Places, 1st $5.80, 2nd $6.80, 3rd $6.10.

Cash sweep.—1st ticket 357, 2nd 95, 3rd 117.

Unplaced, 265, 864, 267, 344, 219, 183, 291, 85.



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"I have examined Spraolite for its germicidal efficiency in aqueous solution by the Rideal-Walker or Drop Method. I find that it has a Carbolic Acid co-efficient of 4-5, which indicates that under the conditions of the test 'Spraolite' has a germicidal efficiency four and half times that of Carbolic Acid.

"The Carbolic co-efficient of your 'Spraolite' liquid test was carried out upon a solution, the strength of which was 1 in 500. The reason for taking a more dilute solution is in order to obtain a positive result under the conditions of the test; if the stronger solution had been used all the bacteria would have been killed, and thus prevented obtaining a definite result."

1 OUNCE OF SPRAOLITE MAKES 1 GALLON OF DISINFECTANT

N.B.—It is not usual for well-known Professors of Bacteriology to allow their names to be mentioned, but the original report can be seen by request.

Any of the nine varieties diluted with water (1 to 160) will destroy the germs of the following: Typhoid, Tuberculosis, Glanders, Anthrax, Cholera, Latic Coli Communes. The diffusion of Spraolite by means of the Mascon greatly reduces the risk of infection from Measles, Scarlet Fever, Whooping Cough and similar maladies of Children.

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Big League Baseball

Club Standings April 29

American League

	Won.	Lost.	P.C.
Boston	5	4	.667
Chicago	10	5	.667
New York	6	5	.545
Cleveland	8	7	.533
Philadelphia	8	7	.462
St. Louis	6	7	.462
Washington	6	8	.333
Detroit	6	9	.308

National League

	Won.	Lost.	P.C.
New York	8	4	.667
St. Louis	9	5	.643
Boston	8	4	.600
Chicago	8	7	.533
Cincinnati	8	8	.500
Philadelphia	5	7	.417
Pittsburgh	5	11	.353
Brooklyn	3	7	.300

International League

	Won.	Lost.	P.C.
Baltimore	10	2	.833
Newark	7	2	.778
Providence	5	4	.556
Rochester	5	7	.455
Richmond	5	7	.417
Montreal	4	6	.400
Toronto	4	7	.364
Buffalo	2	8	.200

Filipino Baseball Nine Plays Here Tuesday

The Philippine Islands athletes who recently participated in the Olympic games in Tokio are expected in Shanghai Tuesday. They will only be here a day en route but the Shanghai Baseball Club is arranging to stage a ball game Tuesday afternoon with the players who performed during the Japan contests. The game will start at 4 o'clock.

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. These pills of Apiol keep a box of Martin-Vilain in the house as the first sign of any irregularity of the period a timely dose may be administered. Those who will have recourse to these pills will never more suffer from Obstructions, Pains, Colics, &c. Price 5 Francs. Chemist, SOUTHAMPTON, ENG.

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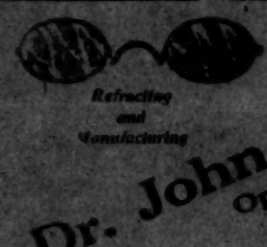

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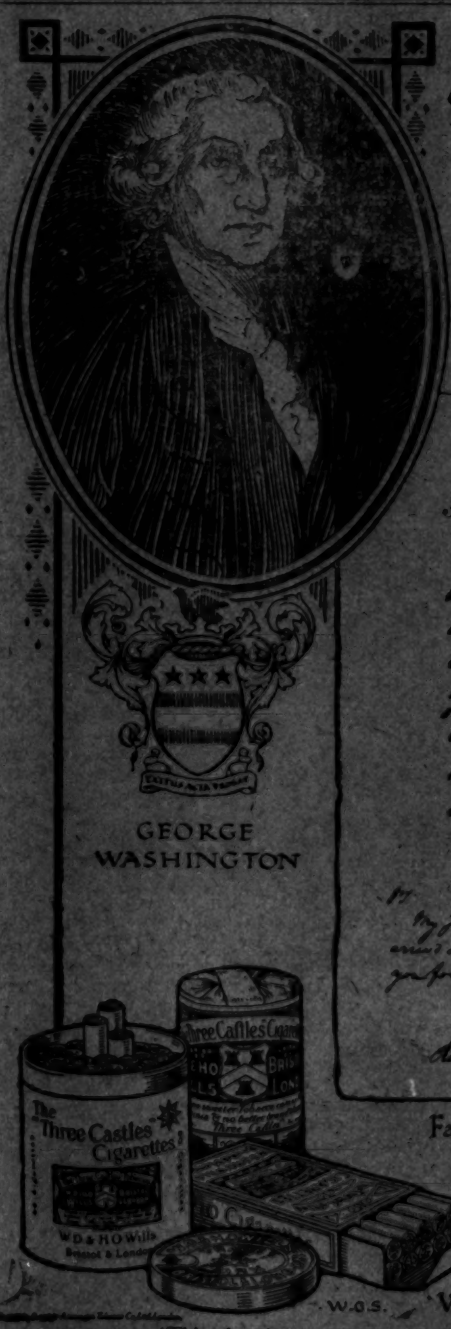

The "Three Castles" VIRGINIA CIGARETTES

The Cigarette with the Pedigree

Virginia 25th Nov. 1759

Dear Sir

Sometime this week I expect to get to Broad Rock Camp for my Horses. Fifty Hogsheads Tob: of my own and Mr. Custis's, which I desire to have carried in the usual manner. I shall also by the same Ships send you ten or twelve more if I can get them on board in time, but the Waters are to be impracticable if Capt. Talbot was there to push on loading I think he will not be in his power to do

Jan. 1st. Yrs. G. Washington

P.S. My Lords & Capt. Talbot are entitled to a Glass of Wine with G. Washington you for your diligence on sending Rice

Facsimile of letter from George Washington November 25th 1759

W.D. & H.O. WILLS, BRISTOL & LONDON, ENGLAND

(This advertisement is issued by the British-American Tobacco Company, Ltd.)